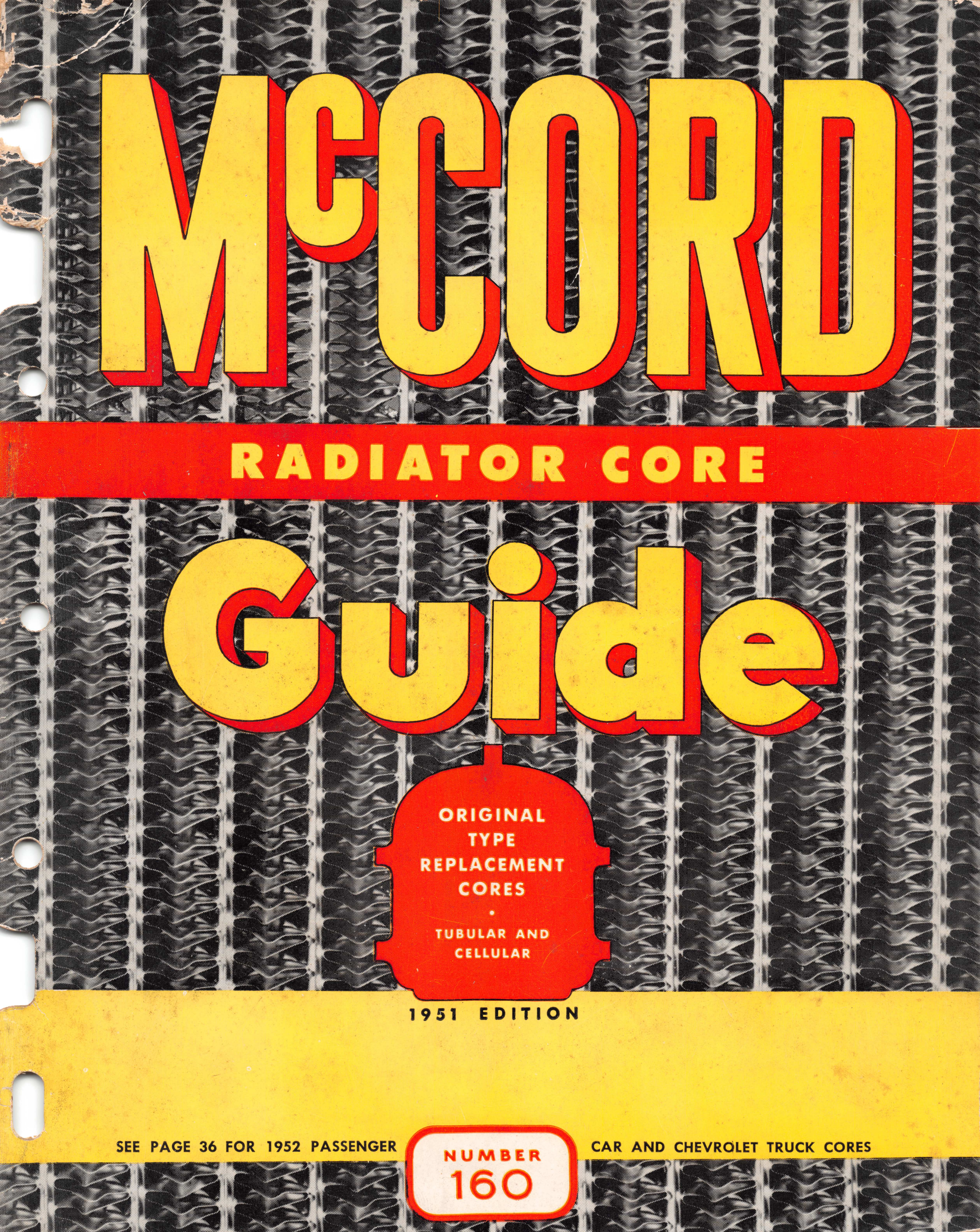


# McCORD

## RADIATOR CORE

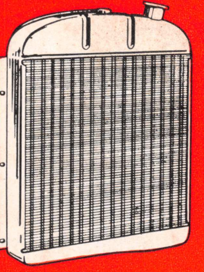
# Guide

ORIGINAL
TYPE
REPLACEMENT
CORES
•
TUBULAR AND
CELLULAR

1951 EDITION

SEE PAGE 36 FOR 1952 PASSENGER CAR AND CHEVROLET TRUCK CORES

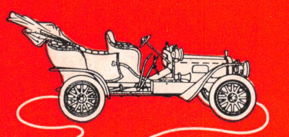
NUMBER
160



**McCORD**

ESTABLISHED
1895
RADIATOR
MANUFACTURERS
SINCE 1906

*Pioneer Radiator Manufacturer*



McCord, a pioneer builder of radiators in America, has been responsible for many of the important developments in radiator design over the past forty-five years. McCord originated the continuous fin tubular type radiator in 1907 and has built more of this type of radiator than any other radiator manufacturer. The "C. T." type, known as the Wonder Radiator Core of the Industry, was a McCord development in 1938 and is used today as equipment on many leading makes of cars. A few of the early makes of cars using McCord radiators are listed below. How many can you remember?

Alco
Allen
Autocar
Cadillac
Chalmers
Chevrolet
Case
Crawford
Dodge
Dort
E-M-F
Empire
Essex
Ford
Dorris
Hupp
Interstate
Kissel
Lozier
Marmon
Mercer
Mitchell
Oakland
Packard
Premier
Regal
Saxon
Vebe

# McCORD

## For 45 YEARS the STANDARD of the RADIATOR INDUSTRY

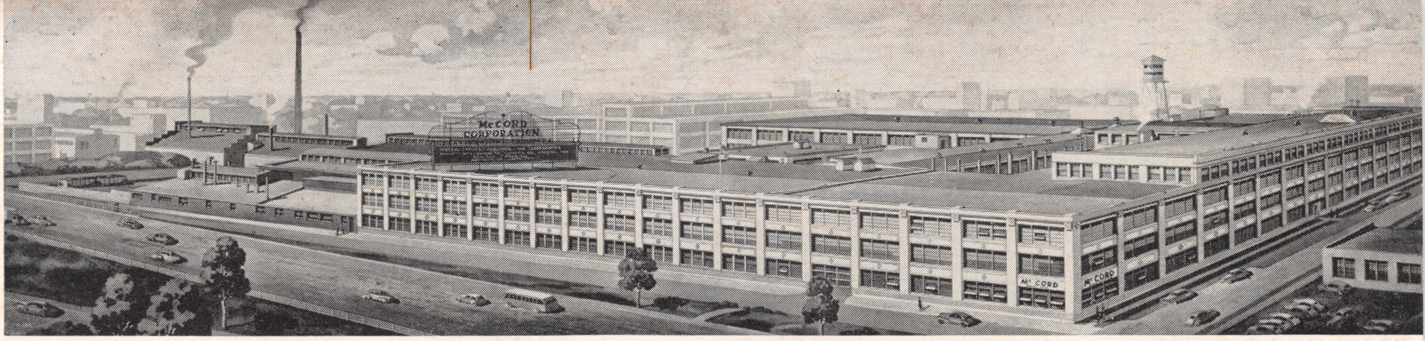
McCord leadership in the automotive radiator field is evidenced by the fact that over the years leading makes of cars, trucks, and tractors have been equipped with McCord radiators. Car and truck engineers, recognizing McCord engineering leadership, come to McCord with their cooling problems. Radiators for the cars and trucks of tomorrow are being developed in McCord laboratories today. The large and modern McCord heat transfer laboratory is equipped with wind tunnels, dynamometers, and other technical equipment to determine the most efficient and practical type of radiator design for any particular model car or truck. Constant research has resulted in radiators that cool better and give longer and more satisfactory service,

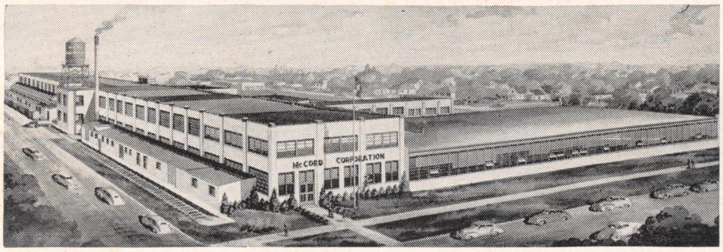
From this laboratory have come many of the outstanding developments in heat transfer surface. It is not sufficient to determine the relative heat transfer capacity of the core, but also its resistance to corrosion, and its ability to withstand strain and stresses in service. Special equipment has been developed to arrive at the answer to each of these problems. Wind tunnel tests determine the ability of the core to cool under conditions of air velocities up to 120 m.p.h.

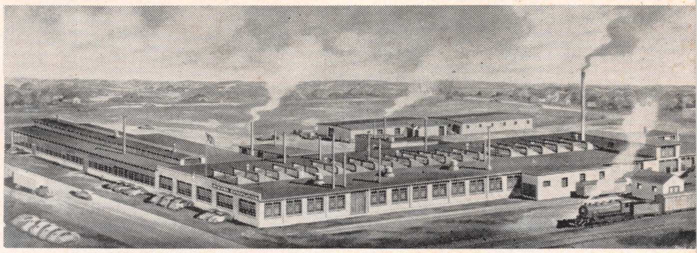
The same complete laboratory equipment is used in the development of the replacement radiator cores. They are the finest replacement cores made and help build the reputation of shops using them.

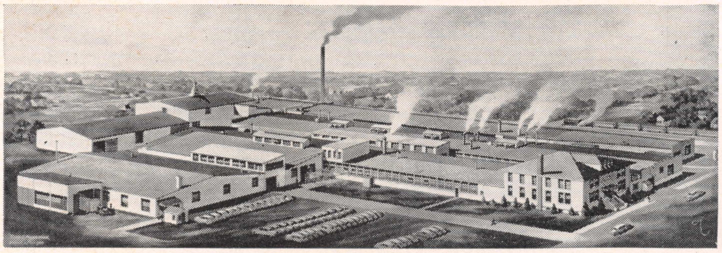
Only a company with the engineering background, the research facilities and the manufacturing know-how that McCord has, can supply a replacement radiator core that will meet today's service conditions on cars and trucks.

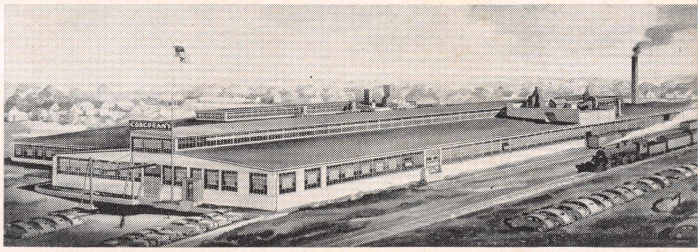
**McCORD**
**CORPORATION**
**DETROIT 11, MICHIGAN**

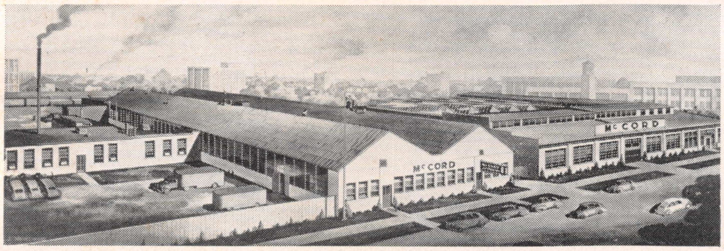


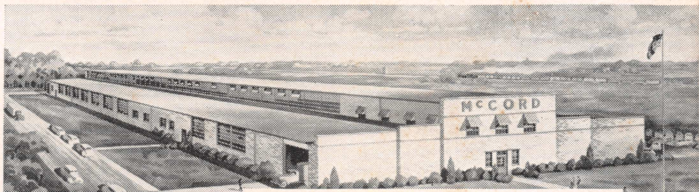












(Top) Detroit, Mich., Main Plant, General Offices, and Heat Transfer Engineering Laboratories—Radiators, Car Heaters, Unit Heaters, Force Feed Lubricators. (Top left) Wyandotte, Mich.—Automotive and Industrial Gaskets. (Top right) Plymouth, Ind.—Car, truck and tractor Radiators. (Center left) London, Ohio—Radiators. (Center right) Washington, Ind.—Refrigeration Condensers. (Lower left) Windsor, Ontario—Radiators. (Lower right) Wauseon, Ohio—Gaskets. (Bottom right) Grand Rapids, Mich.—Mufflers and Pipes.

# A Sound Policy has made McCord the Preferred Replacement Core

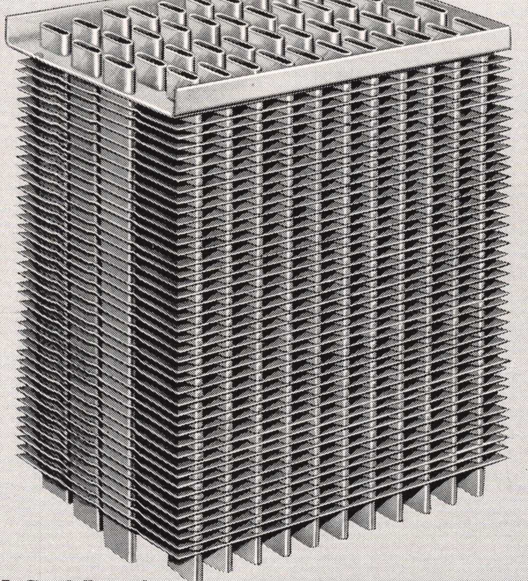
LEADING makes of cars, trucks, and tractors use McCord radiators for equipment; likewise leading radiator shops from coast to coast use McCord cores for replacement. Recognition of McCord by the Industry is evidenced by the fact that over 18,000,000 cars, trucks, and tractors have been equipped with McCord radiators. McCord has supplied the Industry with automotive cooling radiators since 1906, and year by year the prestige of McCord as a builder of better radiators and cores has increased.

Many of the most important engineering developments in radiator design and construction have come out of the McCord laboratory, one of the most modern in the Industry. Automotive engineers generally recognize McCord engineering skill and experience and come to McCord first with their problems.

This same experience and background are important to the radiator shop. Only McCord supplies a replacement radiator core that is similar in appearance and equal in cooling to the original core. Your success in business depends upon the use of quality replacement cores, similar in type to the original core and adequate in cooling capacity. McCord pioneered the use of original type replacement radiators and cores. As a Radiator Specialist you will appreciate the importance of this McCord policy.

When you install a McCord replacement core, you are supplying the finest replacement core on the market, engineered to cool a particular car, truck, or tractor, and manufactured by a company with a sound merchandising policy to back up and support its distributors and shops. McCord cores are a good product, well advertised and merchandised.

# McCORD "FLAT TUBE" CORE



**The McCord flat tube type core combines sturdy construction with good appearance and is widely used for equipment on leading makes of cars, trucks, tractors, busses, and by Diesel engine builders. Wherever high cooling capacity and heavy duty service is important, this is an ideal type. Brass tubes with top and bottom openings are expanded for good solder contact. Fins are copper and supplied up to 9 per inch. Head sheets are attached. This type is used by Ford, Mercury, Lincoln, Autocar, White, and International Harvester.**

# McCORD

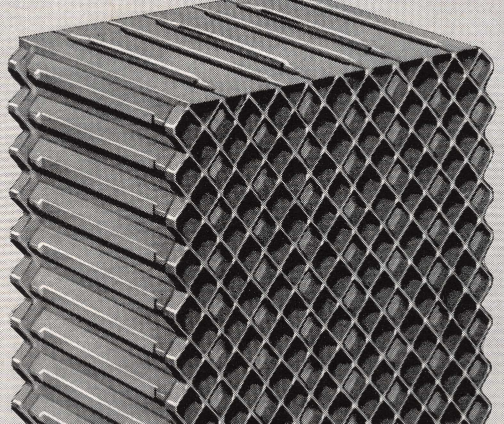
## IS THE ONLY RADIATOR CORE MANUFACTURER OFFERING A

# REPLACEMENT CORE

## similar in appearance and equal in cooling to the original core

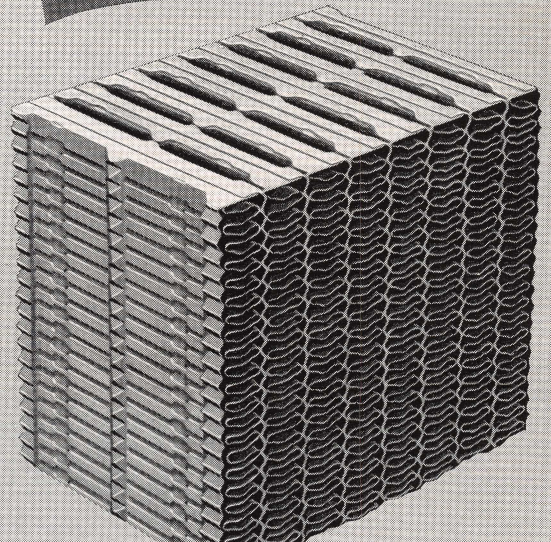
The McCord policy of furnishing the same type of core for replacement as used for equipment has made McCord cores the preferred line among leading radiator service men throughout the country. McCord alone supplies a replacement core which is similar in appearance as well as comparable in cooling efficiency to the core that is being replaced. Shops using McCord cores are thus able to secure recoring business on many jobs such as insurance, car dealers, and others who specifically require that the replacement be made with the same type of core as was used for equipment. Used car dealers recognize that an original type core helps maintain the resale price of the car.

# McCORD "GN" CELLULAR TYPE CORE



**A most popular type of cellular core with straight free flow water channels permitting rodding of the core. Has low resistance to air flow, yet because of its design has high air turbulency for efficiency. This design has a flat surface contact between water passages instead of a knife-edge contact as commonly used which aids in carrying away the heat. A double lock seam on both ends adds strength. A double solder dip reduces the possibility of leaks. Standard depths make for easy installation. Similar in appearance to equipment radiators on Plymouth, Dodge, Chrysler, DeSoto, and Willys cars, and Dodge trucks, etc.**

# McCORD "K" TYPE CORE



**A highly efficient type of core developed by McCord to meet the cooling needs of modern cars. It is a cellular type of core with straight non-clogging water passages which permit rodding. 100% solder bond contact between water passages is the reason for the high efficiency of this core. Water passages are brass; spacers are copper. A double solder dip reduces possibility of face leaks. Standard depths make for easy installation. Was equipment on Packard and Studebaker. Supplied for replacement on General Motors models of cars and trucks.**

## A REPUTATION FOR QUALITY BUILDS A SUCCESSFUL BUSINESS

McCord cores establish your reputation as a quality radiator repair shop. There is an opportunity in every city for shops specializing in dependable radiator service—an opportunity to build a reputation and a business with an assured future. Just as much profit can be made from the sale of a quality product as a cheaper one. When you recommend and install McCord cores you are building a reputation for quality that will do much to develop a profitable business for you.

## McCORD CORES FIT

McCord cores are made to original factory specifications for size and require no cutting or fitting before installation.

## USE McCORD REPLACEMENT CORES—MOST GOOD SHOPS DO

Low cost, light weight, or inferior designed cores are costly to the shop that installs them, as well as to the car owner who pays the bill. Under-cooling is the general result of the use of such cores. Under-cooling may result in serious motor trouble with cracked heads and blocks. Most repair men hesitate to accept the responsibility of using cores of this type for replacement, recognizing that the responsibility is theirs if the customer is not satisfied. McCord cores are built to provide satisfactory cooling and maintain the reputation of the shop that installs them.

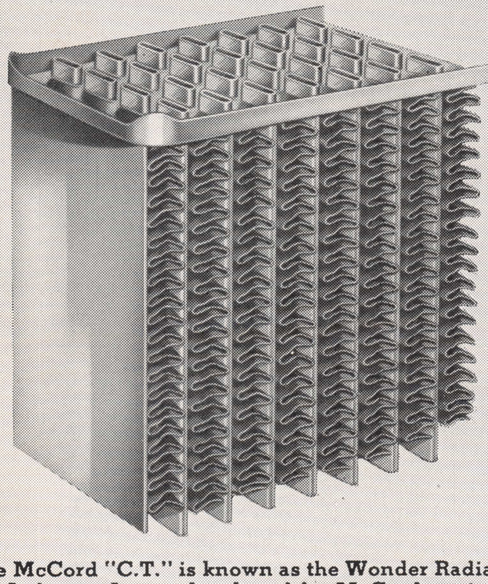
## IS YOUR SHOP McCORD RADIATOR HEADQUARTERS?

McCord will help you to make your shop Radiator Headquarters. McCord advertising will help you sell the fact that radiator repair is the work of a specialist, just the same as ignition and electrical service. The core is one of the most important units of a car, a unit that can be easily damaged if repairs are made by anyone other than a specialist. Advertise and talk the fact that you are a radiator specialist—that you provide radiator service, radiator cleaning, and radiator flushing—that you stock and sell hose, clamps, and anti-freeze, as well as McCord cores.

## McCORD ADVERTISING HELPS ARE AVAILABLE TO HELP YOU SELL

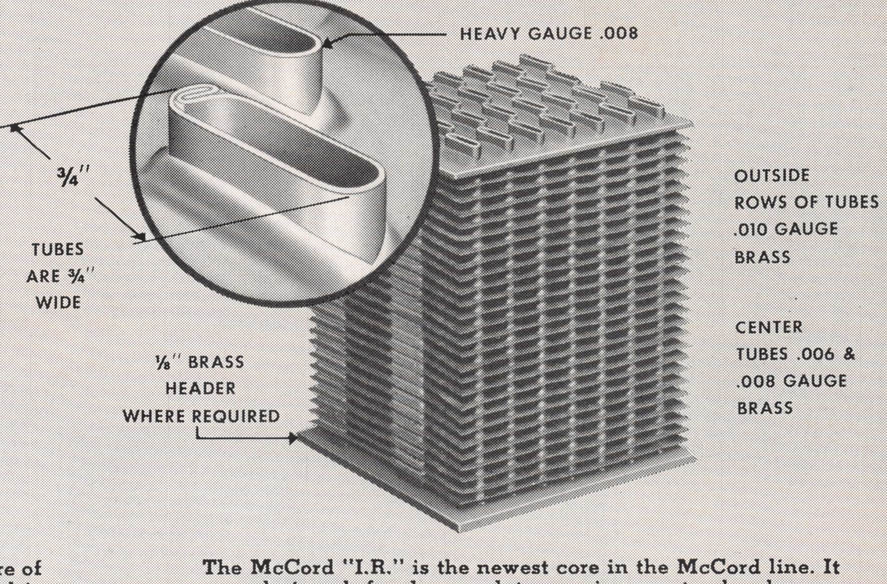
McCord supplies through your distributor valuable Selling Helps—post cards, blotters, posters for your wall and window, and wall charts. Clean up your shop and your windows. Place McCord posters on the wall and in the windows. Hang a McCord metal sign outside, and put a sample of before and after (a damaged radiator and a recore job) in the window. Build a mailing list of customers and prospects and make regular mailings.

## McCORD "CT" TYPE CORE



The McCord "C.T." is known as the Wonder Radiator Core of the Industry. It was developed by McCord engineers and is outstanding in performance. The "C.T." will dissipate more heat per pound of metal than any core on the market today. Straight water passages reduce the possibility of clogging. The "C.T." design provides absolute metal to metal contact between fins and the water carrying tubes, which is necessary for efficient heat transfer. The simplicity of the design permits easy removal and replacement of tubes and fins when front or rear surfaces of the core are damaged. The end rows or outside tubes are made of metal double the thickness of the other tubes for extra strength. The "C.T." is used as equipment on Lincoln, Nash and Hudson cars, Studebaker cars and trucks, and cars and trucks built by Chrysler in Canada.

## McCORD "IR" TYPE CORE


HEAVY GAUGE .008
3/4"
TUBES ARE 3/4" WIDE
1/8" BRASS HEADER WHERE REQUIRED
OUTSIDE ROWS OF TUBES .010 GAUGE BRASS
CENTER TUBES .006 & .008 GAUGE BRASS

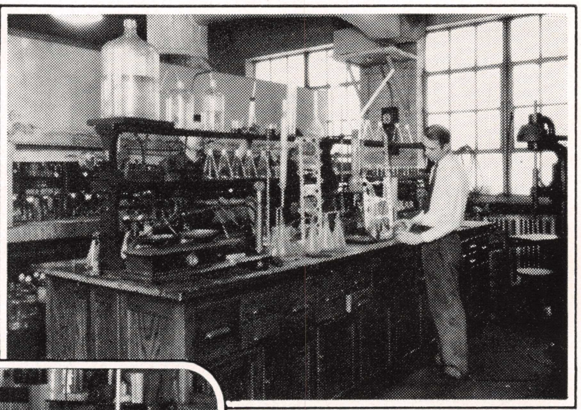
The McCord "I.R." is the newest core in the McCord line. It was designed for heavy duty service on trucks, busses, tractors, and industrial engines. The "I.R." is a particularly sturdy core with high cooling capacity, built to stand the stresses and strain of heavy duty service. The large 3/4" tubes have extra capacity and make a strong radiator. Excellent solder contact between the fins and tubes insure good heat dissipation. The two outside rows of tubes are .010 brass, those inside are either .006 or .008, depending upon the size of the core. Header plates can be supplied in either 1/16" or 1/8" brass. The heavier gauge brass is regularly supplied on cores originally so equipped. The "I.R." is available in sizes up to 36" square.

# McCORD REPLACEMENT CORES ARE BETTER

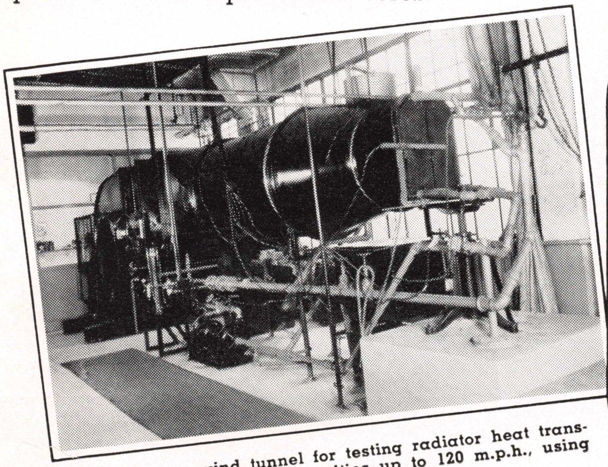
## *Because of Years of Engineering Background and Manufacturing Experience*

The experience of McCord over the past forty-five years in the manufacture of automotive radiators for leading makes of cars, trucks, and tractors provides a background for the complete line of replacement radiator cores listed in this catalog.

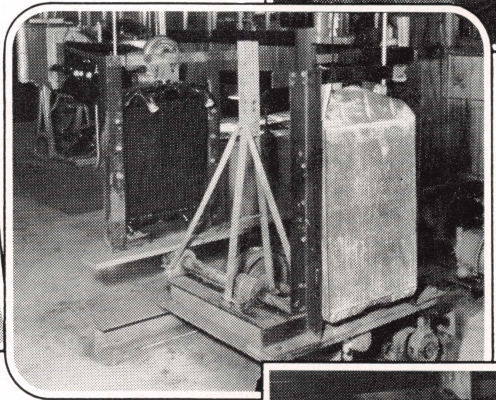
McCord production facilities are among the most modern in the industry. Replacement radiator cores are built in the same plant and to the same standards as those radiators supplied for equipment. From one of the most modern heat transfer laboratories in the industry has come many of the outstanding developments in the engine cooling radiator field. McCord leadership has been maintained through constant research and development making possible better replacement cores.



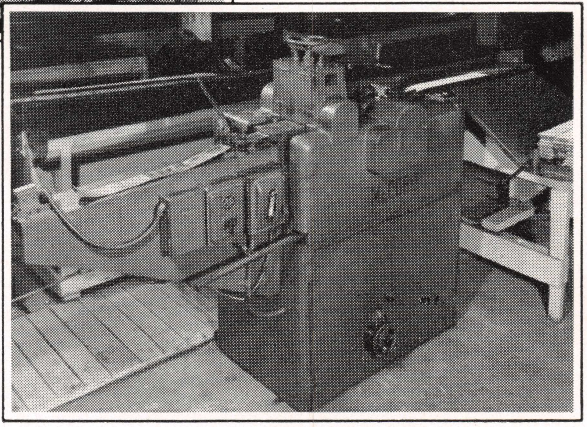
↑ One corner of the chemical laboratory where raw materials and processing compounds, as well as finished products, are tested.



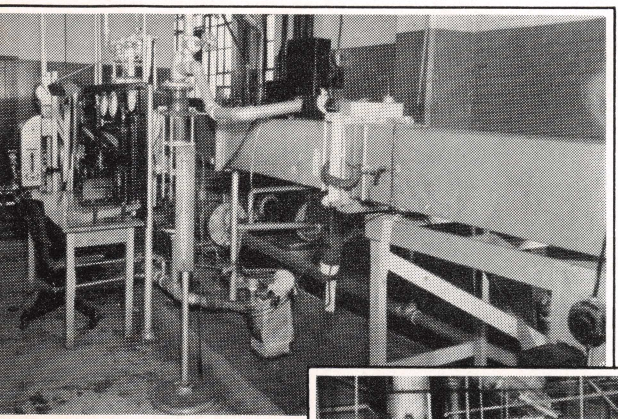
↑ Open type wind tunnel for testing radiator heat transfer capacities at air velocities up to 120 m.p.h., using circulated hot water with metered flow.



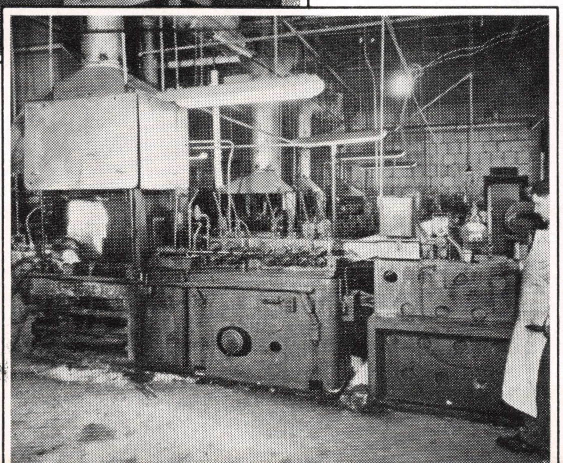
← Vibration testing or jolting machine determines what happens to core channels and radiator mountings under extreme road conditions.



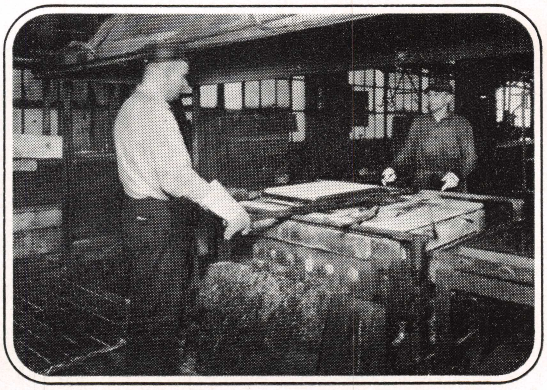
→ Automatic machine for roll forming crimped fins for "C. T." and cellular cores.



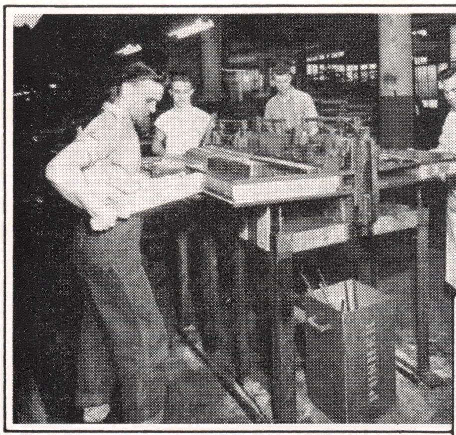
← Closed type wind tunnel for measuring air flow resistance through radiators and car heaters, as well as heat transfer capacity of smaller units.



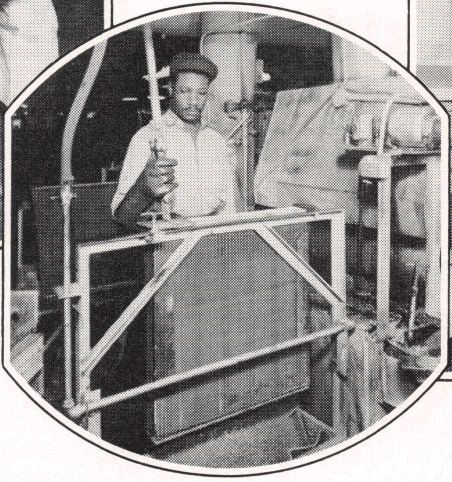
→ One of a number of automatic machines that form and solder, lock seam tubes from strip brass. Each machine turns out more more 13 miles of tubes per day.



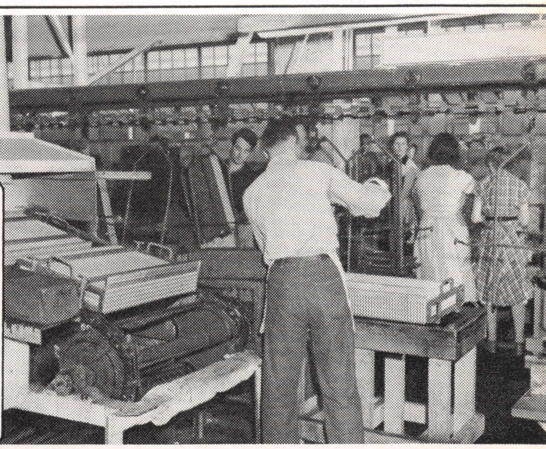
↑ Solder dipping the faces of cellular type radiator cores.



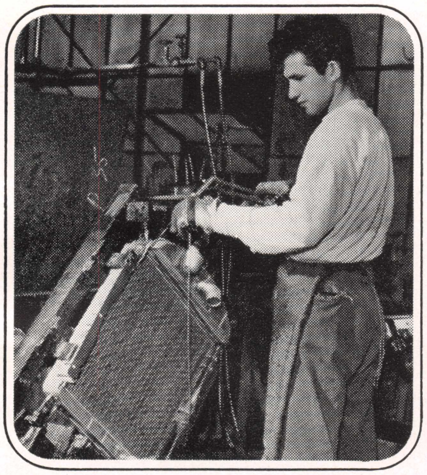
← Nesting fins preparatory to pushing tubes in the continuous fin type radiator core.



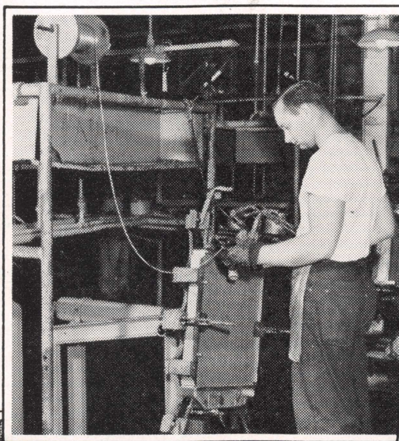
Blowing surplus solder from ends of tubes following header dipping operation. →



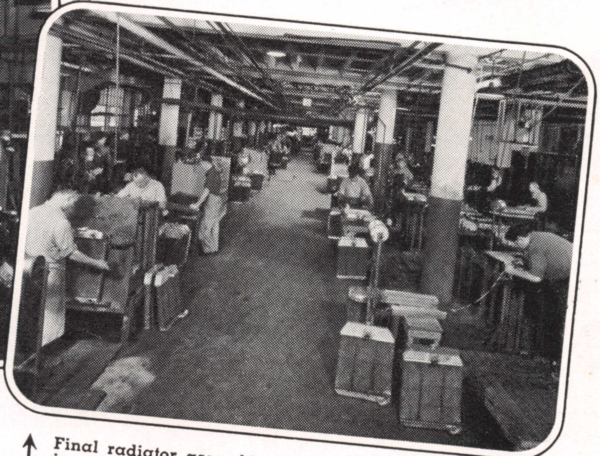
↑ Finished cores coming from a conveyor type solder sweating oven.



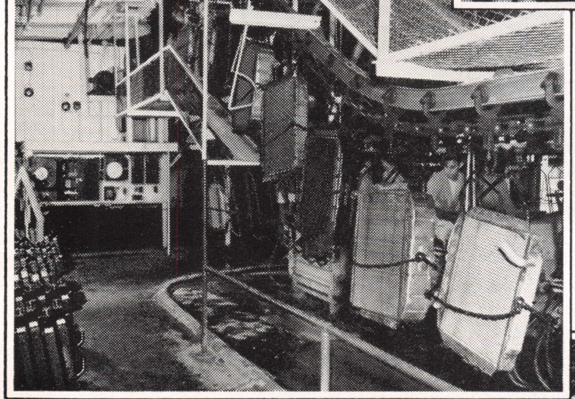
↑ Using pivoted fixture to solder mounting channels in position.



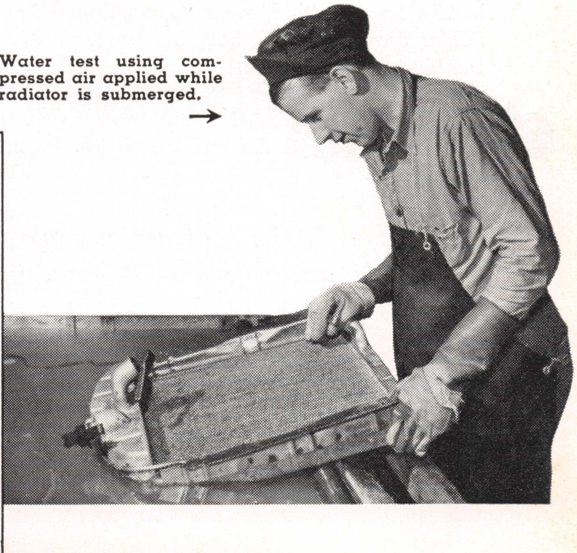
← Soldering attachments to radiator bottom tanks using swivel locating fixture.



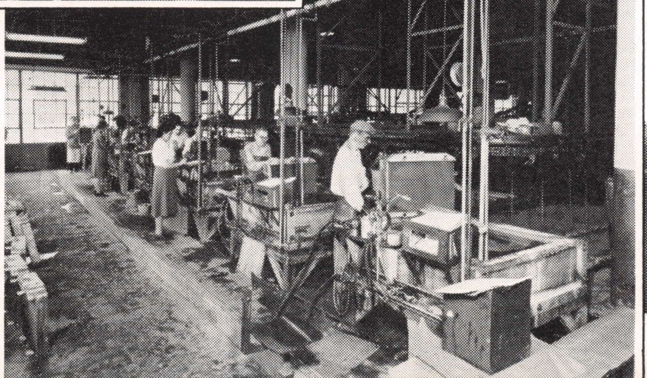
↑ Final radiator assembly operation attaching mounting brackets.



← Conveyors are used throughout all plants. Here they are moving radiators to drying oven.



Water test using compressed air applied while radiator is submerged. →



Group or battery of final water testing tanks using air under pressure. →

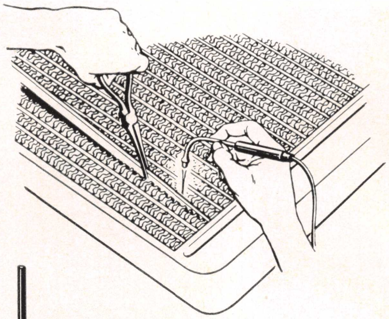
### RECOMMENDED PRACTICE FOR

# Removal and Replacement of a Tube in a M$^{c}$Cord "C.T." Core

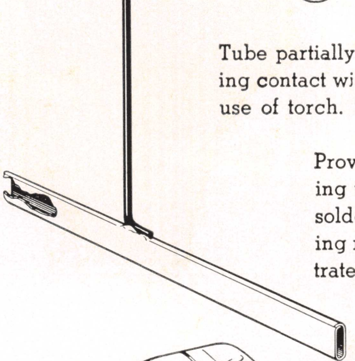
**The "C.T." Type is the only tubular core in which this can be done successfully without removing tanks. When a "C.T." tube is cut or badly damaged it is quicker and less expensive to replace the entire tube rather than attempt repairs.**

## *Suggested Method of Removing and Replacing a tube in a "C.T." type core is as follows:*

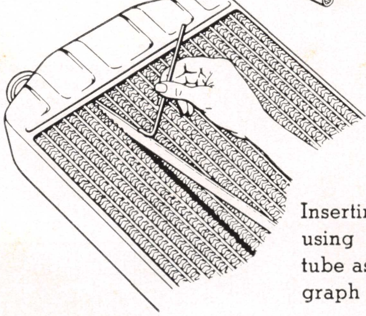
1. Fan the torch the length of the tube and use the flame to break the contact with the tube, the header, and the fins. Use a soft flame to avoid burning the thin metal in the fins, and concentrate the heat on the tube to be removed.
2. Grip tube with pliers at about the center and continue using torch up and down the tube until it can be pulled free from core.
3. Melt excess solder from fin contact areas using soldering flux to facilitate solder flow. Clean header tube holes.
4. Use a new tube (same overall length as old one, which would be ¾" longer than height of core between headers). If you do not have new McCord tubes available, your McCord distributor will supply or order them for you. We suggest that you carry a stock of 27" lengths which are standard size and can be cut to fit any core.
5. Take a piece of 16 gauge cold rolled tin or terne plate 1" wide and 6" long, or use ⅛" welding rod bent as shown in illustration, to form a handle. Stand the tube on edge with the seam up as illustrated and solder handle to the edge of the tube.
6. Guide tube through either header by handle so tube is inserted far enough into head sheet to enable you to line up tube and insert it in opposite header. If necessary, tap handle lightly with hammer to move tube into position. Solder around tube at both headers and pinch up fins resoldering them to tube.
7. If the tube to be replaced is in the center row, remove the face tube directly in line and then follow the method outlined above.



Tube partially removed after breaking contact with headers and fins by use of torch. See paragraph No. 2.



Provide a handle for holding tube to be inserted by soldering a piece of welding rod to the tube as illustrated. See paragraph No. 5.



Inserting tube into header using handle soldered to tube as a guide. See paragraph No. 6.

***If the instructions are followed carefully, you will have a repair job that is equal in appearance to a new radiator.***

The elimination of concentrated stresses and strain in the manufacture of the "C.T." type core is one reason for the good cooling and satisfactory service of this core. There are no stresses or strain setup in the assembly of the "C.T." core because the fins and the tubes with the headers attached are held under pressure during the solder sweating operation in the oven. Contact is obtained by the heat in the oven melting the solder on the tube, joining it to the fin. The cores are carried on a conveyor through an especially developed gas oven with temperatures thermostatically controlled. The solder contact between the fin and the tube is uniform throughout because conditions are always the same and temperatures are closely held.

# McCord Replacement Radiator Cores

## SPECIFICATIONS OF PASSENGER CAR CORES

△Indicates Popular Items Generally Available For Prompt Shipments.
NOTE—For Canadian Production See Pages 21 to 23.

| Name and Model | Year | McCord No. | Type | Height | Width | Depth | Shape | R | S | Type of Header |
|---|---|---|---|---|---|---|---|---|---|---|
| **Bantam 4** | 39-42 | **R-1669** | Cell. | 14 9/16″ | 12 1/8″ | 2 1/4″ | A | ........ | ........ | ........ |
| **British Austin** | | | | | | | | | | |
| A40 | 48-49 | **R-131** | Fl. Tu. | 18 3/8″ | 16″ | 1 3/4″ | A | ........ | ........ | **Flanged** |
| **Buick 8** | | | | | | | | | | |
| 40 | 34 | **R-1526** | Cell. | 21 5/8″ | 18″ | 3″ | A | ........ | ........ | ........ |
| 40 | Early 35 | **R-1523** | K Cell. | 21 5/8″ | 18″ | 2 1/8″ | A | ........ | ........ | ........ |
| 40 | 36 | **R-1562** | K Cell. | 22 3/8″ | 18″ | 2 1/8″ | A | ........ | ........ | ........ |
| 60 | 36-37 | **R-1563** | Cell. | 22″ | 18″ | 3 1/2″ | A | ........ | ........ | ........ |
| 80-90 | 36-37 | **R-1564** | Cell. | 23″ | 18″ | 3 1/2″ | A | ........ | ........ | ........ |
| △40 | 37-38 | **R-1584** | K Cell. | 23 5/8″ | 18″ | 2″ | A | ........ | ........ | ........ |
| 60 | 38 | **R-1598** | K Cell. | 22″ | 18″ | 3″ | A | ........ | ........ | ........ |
| △80-90 | 38-40 | **R-1522** | K Cell. | 22 1/2″ | 18″ | 3″ | A | ........ | ........ | ........ |
| △40-50 | 39-40 | **R-1609** | K Cell. | 24 1/2″ | 17 7/16″ | 2″ | A | ........ | ........ | ........ |
| 60 | 39 | **R-1610** | K Cell. | 24″ | 16 5/16″ | 3″ | A | ........ | ........ | ........ |
| △40-50 | 41 | **R-1645** | K Cell. | 24″ | 17 7/16″ | 2″ | A | ........ | ........ | ........ |
| △60-70-90 | 40-41 | **R-1646** | K Cell. | 24″ | 17 7/16″ | 3″ | A | ........ | ........ | ........ |
| △40-50 | 42-48 | **R-1665** | K Cell. | 22 5/8″ | 18 9/16″ | 2″ | A | ........ | ........ | ........ |
| △60-70-90 (exc. 70 Dynaflow) | 42-48 | **R-1666** | K Cell. | 22 5/8″ | 18 9/16″ | 3″ | A | ........ | ........ | ........ |
| △70 Dynaflow | 48-49 | **R-115** | Fl. Tu. | 22 1/8″ | 18 1/2″ | 3″ | A | ........ | ........ | **Flanged** |
| △40-50 (Exc. 50 Dynaflow) | 49-51 | **R-1675** | K Cell. | 22 3/8″ | 18 9/16″ | 2″ | A | ........ | ........ | ........ |
| △50 Dynaflow | 49 | **R-1676** | K Cell. | 22 1/2″ | 18 9/16″ | 2 1/2″ | A | ........ | ........ | ........ |
| △70 Dynaflow | 50-51 | **R-1692** | K Cell. | 22 1/8″ | 21 15/16″ | 3″ | A | ........ | ........ | ........ |
| △40-50 Dynaflow | 50-51 | **R-1679** | K Cell. | 22 1/8″ | 21 7/8″ | 2″ | A | ........ | ........ | ........ |
| **Cadillac 8** | | | | | | | | | | |
| 355B-355C, 355D | 32-35 | **R-1437** | Cell. | 23″ | 21″ | 4″ | A | ........ | ........ | ........ |
| 60 | 36 | **R-1567** | Cell. | 23″ | 18″ | 4″ | A | ........ | ........ | ........ |
| 70-75 | 36 | **R-1568** | Cell. | 23″ | 19 1/4″ | 4″ | A | ........ | ........ | ........ |
| 60-65-70-75 | 36-37-38 | **R-1564** | Cell. | 23″ | 18″ | 3 1/2″ | A | ........ | ........ | ........ |
| 60 Special | 38 | **R-1599** | K Cell. | 21″ | 19 1/4″ | 3″ | A | ........ | ........ | ........ |
| 60 | 39 | **R-22** | Fl. Tu. | 20″ | 19 1/16″ | 3″ | A | ........ | ........ | **Flanged** |
| △60S-61-62-72-75 | 40-48 | **R-19** | Fl. Tu. | 21″ | 19 1/16″ | 3″ | A | ........ | ........ | **Flanged** |
| ........ | 49-51 | **R-121A** | C. T. | 18 11/16″ | 19 11/16″ | 2″ | A | ........ | ........ | **Flanged** |
| **Cadillac 12** | | | | | | | | | | |
| 370B, 370C, 370D | 32-35 | **R-1437** | Cell. | 23″ | 21″ | 4″ | A | ........ | ........ | ........ |
| 80-85 | 36 | **R-1568** | Cell. | 23″ | 19 1/4″ | 4″ | A | ........ | ........ | ........ |
| 85 | 37 | **R-1564** | Cell. | 23″ | 18″ | 3 1/2″ | A | ........ | ........ | ........ |
| **Car Heater Cores** | | | | | | | | | | |
| △........ | | **R-1680** | Cell. | 7 5/8″ | 7 5/8″ | 2 1/4″ | A | Boxed 4 | in Carton | ........ |
| △........ | | **R-1681** | Cell. | 7 3/4″ | 7 3/4″ | 2 1/2″ | A | Boxed 4 | in Carton | ........ |
| Nash | | **R-129A** | C. T. | 13 5/8″ | 6 1/2″ | 3″ | A | Boxed 2 | in Carton | **Flanged** |
| Nash | | **R-130A** | C. T. | 19 3/8″ | 3 15/16″ | 3 3/4″ | A | Boxed 2 | in Carton | **Flanged** |
| Stude | | **R-141A** | C. T. | 10 3/16″ | 8 3/16″ | 2″ | A | Boxed 2 | in Carton | **Flanged** |
| **Chevrolet 4** | | | | | | | | | | |
| Superior K | 25-26 | **R-1048** | Cell. | 20 1/16″ | 17 1/8″ | 2 1/2″ | A | ........ | ........ | ........ |
| Capital AA | 27 | **R-1059** | Cell. | 21 1/2″ | 17 1/8″ | 2″ | A | ........ | ........ | ........ |
| National AB | 28 | **R-1115** | Cell. | 23 1/4″ | 16 1/4″ | 2″ | A | ........ | ........ | ........ |
| **Chevrolet 6** | | | | | | | | | | |
| International AC | 29-30 | **R-1152** | Cell. | 23 13/16″ | 18 1/8″ | 2″ | A | ........ | ........ | ........ |
| Independent AE<br>Confederate BB (Comm.) | 31<br>32 | **R-1379** | Cell. | 24 1/4″ | 17 1/4″ | 2″ | A | ........ | ........ | ........ |
| Confederate BA (Pass.) | 32 | **R-1406** | Cell. | 23 3/4″ | 17 5/16″ | 2″ | A | ........ | ........ | ........ |
| △Master-DA-CA-ED | 33-35 | **R-1461** | K Cell. | 22 1/4″ | 16 7/16″ | 2 1/8″ | A | ........ | ........ | ........ |
| Standard-CC-DC-EC | 33-35 | **R-1462** | K Cell. | 20″ | 15 1/4″ | 2 1/8″ | A | ........ | ........ | ........ |
| △Master-Standard | 36 | **R-1461** | K Cell. | 22 1/4″ | 16 7/16″ | 2 1/8″ | A | ........ | ........ | ........ |
| △Master-De Luxe | 37-41 | **R-1586** | K Cell. | 22″ | 16 3/4″ | 2″ | A | ........ | ........ | ........ |
| Heavy Duty | 37-40 | **R-1631** | K Cell. | 22″ | 16 3/4″ | 2 1/2″ | A | ........ | ........ | ........ |
| △Master-De Luxe | 42-48 | **R-1664** | K Cell. | 19″ | 19 11/16″ | 2″ | A | ........ | ........ | ........ |
| Master-De Luxe H.D. | 42-48 | **R-1670** | K Cell. | 19″ | 19 11/16″ | 3″ | A | ........ | ........ | ........ |
| △Pass. & Sedan Del. | 49-51 | **R-1677** | K Cell. | 17 5/8″ | 23″ | 2″ | A | ........ | ........ | ........ |

△—Popular items generally available for prompt shipment.

**McCord cores always give required cooling capacity and there are no McCord owned shops competing with you in your city.**

# McCord Replacement Radiator Cores

## SPECIFICATIONS OF PASSENGER CAR CORES

| Name and Model | Year | McCord No. | Type | Height | Width | Depth | Shape | R | S | Type of Header |
|---|---|---|---|---|---|---|---|---|---|---|
| **Chrysler 6—(For Canadian Production, See Page No. 21.)** | | | | | | | | | | |
| C7 | 36 | **R-1569** | Cell. | 21¼″ | 17¼″ | 3¼″ | A | | | |
| C16—Royal | 37 | **R-1587** | Cell. | 21 3/16″ | 19 15/16″ | 3¼″ | A | | | |
| C18—Royal | 38 | **R-1606** | Cell. | 21¼″ | 19 15/16″ | 3½″ | A | | | |
| C22—Royal | 39 | **R-12A** | C. T. | 22⅝″ | 18¼″ | 2¾″ | A | | | **Flanged** |
| △C25—Royal | 40 | **R-1632** | Cell. | 21 3/16″ | 19¼″ | 3″ | A | | | |
| △C28 | 41 | **R-1647** | Cell. | 19¼″ | 20½″ | 3″ | A | | | |
| △C34-C38 | 42-48 | **R-1667** | Cell. | 19″ | 21 13/16″ | 3″ | A | | | |
| △C45 | Early 49 | **R-1683** | Cell. | 20″ | 20½″ | 2½″ | A | | | |
| △C48 | Late 49-50 | **R-1689** | Cell. | 20″ | 20½″ | 3″ | A | | | |
| △C51 | 51 | **R-1701** | Cell. | 18 9/16″ | 20⅝″ | 2¾″ | A | | | |
| **Chrysler 8** | | | | | | | | | | |
| △C46-C47-C49-C50 | 49-50 | **R-127** | Fl. Tu. | 18½″ | 24⅞″ | 3″ | A | | | **Plain** |
| △V8, C52-C53-C54-C55 | 51 | **R-153** | Fl. Tu. | 18⅝″ | 20½″ | 3″ | A | | | **Flanged** |
| **Crosley** | | | | | | | | | | |
| △CC-CD | 47-50 | **R-83** | Fl. Tu. | 14″ | 11¾″ | 1¾″ | A | | | **Plain** |
| **DeSoto 6 (For Canadian Production, See Page Nos. 21-22)** | | | | | | | | | | |
| Airstream S3 | 37 | **R-1587** | Cell. | 21 3/16″ | 19 15/16″ | 3¼″ | A | | | |
| S5 | 38 | **R-1606** | Cell. | 21¼″ | 19 15/16″ | 3½″ | A | | | |
| S6 | 39 | **R-1611** | Cell. | 22⅜″ | 19 15/16″ | 3¼″ | A | | | |
| △S7 | 40 | **R-1636** | Cell. | 21″ | 18⅜″ | 3″ | A | | | |
| △S8 | 41 | **R-1647** | Cell. | 19¼″ | 20½″ | 3″ | A | | | |
| △S10-S11 | 42-48 | **R-1667** | Cell. | 19″ | 21 13/16″ | 3″ | A | | | |
| △S13 | Early 49 | **R-1683** | Cell. | 20″ | 20½″ | 2½″ | A | | | |
| △S13-S14 | Late 49-50 | **R-1689** | Cell. | 20″ | 20½″ | 3″ | A | | | |
| △S14 | 50 | **R-1693** | Cell. | 20″ | 20½″ | 2¾″ | A | | | |
| △S15 | 51 | **R-1701** | Cell. | 18 9/16″ | 20⅝″ | 2¾″ | A | | | |
| **Dodge 6 (For Canadian Production, See Page No. 22)** | | | | | | | | | | |
| DR-DS | 34 | **R-1493** | Cell. | 21 15/16″ | 18½″ | 3″ | A | | | |
| △DU | 35 | **R-1528** | Cell. | 22″ | 17″ | 3″ | A | | | |
| D2-D3 | Early 36 | **R-1583** | Cell. | 21 3/16″ | 17″ | 3″ | A | | | |
| D2-D3 | Late 36 | **R-1553** | Cell. | 21 3/16″ | 17″ | 3¼″ | A | | | |
| △D5-D8 | 37-38 | **R-1582** | Cell. | 19⅛″ | 18¾″ | 3″ | A | | | |
| △D11 | 39 | **R-1528** | Cell. | 22″ | 17″ | 3″ | A | | | |
| △D14 | 40 | **R-1633** | Cell. | 21″ | 19¼″ | 2½″ | A | | | |
| △D19-D22-D24 | 41-48 | **R-1650** | Cell. | 19 1/16″ | 20½″ | 2¾″ | A | | | |
| △D29-D30 | Early 49 | **R-1683** | Cell. | 20″ | 20½″ | 2½″ | A | | | |
| △D30-D33-D34 | Late 49-50 | **R-1696** | Cell. | 19½″ | 20¼″ | 2¼″ | A | | | |
| △D41-D42 | 51 | **R-1702** | Cell. | 18 9/16″ | 20⅝″ | 2½″ | A | | | |
| **Ford Model A 4 Cyl.** | 28-29 | **R-23** | Fl. Tu. | 19 11/16″ | 18⅞ | 1¾″ | A | | | **Flanged** |
| | 30-31 | **R-24** | Fl. Tu. | 22¼″ | 17⅞″ | 1¾″ | A | | | **Flanged** |
| **Ford V8** | | | | | | | | | | |
| | 33-34 | **R-25A** | C. T. | 22¾″ | 17″ | 2¾″ | A | | | **Flanged** |
| | 33-34 | **R-25** | Fl. Tu. | 22¾″ | 17″ | 2¾″ | A | | | **Flanged** |
| | 35 | **R-27A** | C. T. | 22½″ | 17″ | 2¾″ | A | | | **Flanged** |
| | 35 | **R-27** | Fl. Tu. | 22½″ | 17″ | 3″ | A | | | **Flanged** |
| | 36 | **R-29A** | C. T. | 23″ | 17″ | 2¾″ | A | | | **Flanged** |
| | 36 | **R-29** | Fl. Tu. | 23″ | 17″ | 3″ | A | | | **Flanged** |
| △(85) 37-38, Std. | 39 | **R-31A** | C. T. | 23″ | 15¾″ | 2¾″ | A | | | **Flanged** |
| △(85) 37-38; Std. | 39 | **R-31** | Fl. Tu. | 23″ | 15¾″ | 3″ | A | | | **Flanged** |
| (60) | 37-39 | **R-32A** | C. T. | 21⅝″ | 15¾″ | 2″ | A | | | **Flanged** |
| (60) | 37-39 | **R-32** | Fl. Tu. | 21⅝″ | 15¾″ | 2¼″ | A | | | **Flanged** |
| (60-85) Pickup | 37-39 | **R-34A** | C. T. | 22½″ | 19¾″ | 2″ | A | | | **Flanged** |
| (60-85) Pickup | 37-39 | **R-34** | Fl. Tu. | 22½″ | 19¾″ | 2¼″ | A | | | **Flanged** |
| △(85) DeLuxe 39-40; Std. | 40 | **R-35A** | C. T. | 19⅛″ | 21″ | 2¾″ | A | | Split Core | **Flanged** |
| △(85) DeLuxe 39-40; Std. | 40 | **R-35** | Fl. Tu. | 19⅛″ | 21″ | 3″ | A | | Split Core | **Flanged** |
| (60) | 40 | **R-38A** | C. T. | 19⅛″ | 21″ | 2″ | A | | Split Core | **Flanged** |
| (60 | 40 | **R-38** | Fl. Tu. | 19⅛″ | 21″ | 2¼″ | A | | Split Core | **Flanged** |
| △(90) 3″ Top Header. | Early 41 | **R-39A** | C. T. | 20⅞″ | 21″ | 2¾″ | A | | Split Core | **Flanged** |
| △(90) 3″ Top Header. | Early 41 | **R-39** | Fl. Tu. | 20⅞″ | 21″ | 3″ | A | | Split Core | **Flanged** |
| △(90) 4″ Top Header. | Late 41 | **R-40A** | C. T. | 20⅞″ | 21″ | 2¾″ | A | | Split Core | **Flanged** |
| △(90) 4″ Top Header. | Late 41 | **R-40** | Fl. Tu. | 20⅞″ | 21″ | 3″ | A | | Split Core | **Flanged** |
| △(100) | 42-48 | **R-46A** | C. T. | 19 9/16″ | 20″ | 2¾″ | A | | | **Flanged** |
| △(100) | 42-48 | **R-46** | Fl. Tu. | 19 9/16″ | 20″ | 3″ | A | | | **Flanged** |
| △(100) | 49-51 | **R-59A** | C. T. | 19½″ | 19¾″ | 2″ | A | 11½ Fins | Per Inch | **Flanged** |
| △(100) | 49-51 | **R-59** | Fl. Tu. | 19½″ | 19¾″ | 2¼″ | A | | | **Flanged** |

△—Popular items generally available for prompt shipment.

**McCord cores are made to proper, required depth, and cell size or number of fins per inch.**

# McCord Replacement Radiator Cores

## SPECIFICATIONS OF PASSENGER CAR CORES

| Name and Model | Year | McCord No. | Type | Height | Width | Depth | Shape | R | S | Type of Header |
|---|---|---|---|---|---|---|---|---|---|---|
| **Ford V8 (Continued)** | | | | | | | | | | |
| △Comm. | 48-50 | **R-60A** | C. T. | 21 5/8″ | 20 13/16″ | 2″ | A | Tank Project in Rear | | **Flanged** |
| △Comm. | 48-50 | **R-60** | Fl. Tu. | 21 5/8″ | 20 13/16″ | 2 1/4″ | A | Tank Project in Rear | | **Flanged** |
| **Ford 6 Cyl.** | | | | | | | | | | |
| | 41 | **R-43A** | C. T. | 19 1/8″ | 19″ | 2 3/4″ | A | | | **Flanged** |
| | 41 | **R-43** | Fl. Tu. | 19 1/8″ | 19″ | 3″ | A | | | **Flanged** |
| △ | 42-48 | **R-44A** | C. T. | 23″ | 15 3/4″ | 2 3/4″ | A | | | **Flanged** |
| △ | 42-48 | **R-44** | Fl. Tu. | 23″ | 15 3/4″ | 3″ | A | | | **Flanged** |
| △Comm. 1/2-3/4 Ton | 48-50 | **R-60A** | C. T. | 21 5/8″ | 20 13/16″ | 2″ | A | Tank Project in Rear | | **Flanged** |
| △Comm. 1/2-3/4 Ton | 48-50 | **R-60** | Fl. Tu. | 21 5/8″ | 20 13/16″ | 2 1/4″ | A | Tank Project in Rear | | **Flanged** |
| △Pass. | 49-51 | **R-58A** | C. T. | 19 1/2″ | 19 3/4″ | 2″ | A | 10 Fins | Per Inch | **Flanged** |
| △ | 49-51 | **R-58** | Fl. Tu. | 19 1/2″ | 19 3/4″ | 2 1/4″ | A | 9 Fins | Per Inch | **Flanged** |
| **Frazer 6** | | | | | | | | | | |
| △F47 | 47 | **R-1671** | Cell. | 21″ | 22 3/8″ | 2 3/4″ | A | | | |
| △F485-F486 | 48 | **R-1672** | Cell. | 21″ | 17 3/8″ | 2 3/4″ | A | | | |
| △F495-F496-F505-F506-F515-F516 | 49-51 | **R-1678** | K Cell. | 21 11/16″ | 18″ | 2″ | A | | | |
| **Graham 6** | | | | | | | | | | |
| L6, 86 | 37 | **R-1562** | K Cell. | 22 3/8″ | 18″ | 2 1/8″ | A | | | |
| △Light 6, Big 6-85-87-88-89 | 37 | **R-1521** | K Cell. | 22 1/2″ | 18″ | 2 1/8″ | A | | | |
| 96-107, Early 97 | 38-40 | **R-1604** | K Cell. | 22″ | 18″ | 2″ | A | | | |
| 108, Late 97 | 38-39 | **R-1621** | K Cell. | 22″ | 18″ | 2 1/2″ | A | | | |
| | 40-41 | **R-1651** | Cell. | 23 7/8″ | 17 3/16″ | 3 1/4″ | A | | | |
| **Heater Cores (Car Heater)** | | | | | | | | | | |
| △ | | **R-1680** | Cell. | 7 5/8″ | 7 5/8″ | 2 1/4″ | A | Boxed 4 | in Carton | |
| △ | | **R-1681** | Cell. | 7 3/4″ | 7 3/4″ | 2 1/2″ | A | Boxed 4 | in Carton | |
| Nash | | **R-129A** | C. T. | 13 5/8″ | 6 1/2″ | 3″ | A | Boxed 2 | in Carton | **Flanged** |
| Nash | | **R-130A** | C. T. | 19 3/8″ | 3 3/4″ | 3 29/32″ | A | Boxed 2 | in Carton | **Flanged** |
| Stude. | | **R-141A** | C. T. | 10 3/16″ | 8 3/16″ | 2″ | A | Boxed 2 | in Carton | **Flanged** |
| **Henry J** | | | | | | | | | | |
| △ | 51 | **R-152** | Fl. Tu. | 17 1/4″ | 17″ | 1 3/4″ | A | | | **Flanged** |
| **Hudson 6 (For Canadian Production See Page No. 22)** | | | | | | | | | | |
| 63 | 36 | **R-1565** | K Cell. | 21 5/8″ | 19 5/16″ | 2 1/8″ | A | | | |
| △72-73-92-93 | 37-39 | **R-1577** | K Cell. | 21 3/16″ | 19 7/8″ | 2 1/8″ | A | | | |
| 112-90-98 | 38-39 | **R-1596** | K Cell. | 20 3/4″ | 19 7/8″ | 2 1/8″ | A | | | |
| △All | 40-47 | **R-1577** | K Cell. | 21 3/16″ | 19 7/8″ | 2 1/8″ | A | | | |
| △Super Comm. Hornet | 48-51 | **R-78A** | C. T. | 18 7/8″ | 24 5/8″ | 2″ | A | 13 Fins | Per Inch | **Flanged** |
| △Pacemaker | 50-51 | **R-124A** | C. T. | 18 7/8″ | 24 5/8″ | 2″ | A | 10 1/2 Fins | Per Inch | **Flanged** |
| **Hudson 8** | | | | | | | | | | |
| 64-65-66-67 | Late 36 | **R-1550** | Cell. | 21 5/8″ | 19 1/2″ | 3 1/2″ | A | | | |
| 74-5-6-7 | 37 | **R-1576** | Cell. | 21 3/16″ | 19 11/16″ | 3 1/2″ | A | | | |
| 84-85-87-95-97 | 38-39 | **R-1595** | K Cell. | 22″ | 20 5/16″ | 3″ | A | | | |
| △All | 40-47 | **R-1630** | K Cell. | 21″ | 21 15/16″ | 3″ | A | | | |
| △Super, Commodore | 48-51 | **R-78A** | C. T. | 18 7/8″ | 24 5/8″ | 2″ | A | 13 Fins | Per Inch | **Flanged** |
| **Kaiser 6** | | | | | | | | | | |
| △K100 | 47 | **R-1671** | Cell. | 21″ | 22 3/8″ | 2 3/4″ | A | | | |
| △K481-K482 | 48 | **R-1672** | Cell. | 21″ | 17 3/8″ | 2 3/4″ | A | | | |
| △K491-K492-K501-K502 | 49-50 | **R-1678** | K Cell. | 21 11/16″ | 18″ | 2″ | A | | | |
| △K511-K512 | 51 | **R-1677** | K Cell. | 17 5/8″ | 23″ | 2″ | A | | | |
| △Henry J | 51 | **R-152** | Fl. Tu. | 17 1/4″ | 17″ | 1 3/4″ | A | | | **Flanged** |
| **LaFayette 6** | | | | | | | | | | |
| 3710-3810-3910 | 37-38-39 | **R-2** | Fl. Tu. | 25″ | 17 1/4″ | 2 1/4″ | A | | | **Plain** |
| 4010 | Early 40 | **R-15** | Fl. Tu. | 25″ | 17 5/16″ | 2 1/4″ | A | | | **Flanged** |
| | Late 40 | **R-15A** | C. T. | 25″ | 17 5/16″ | 2 1/4″ | A | | | **Flanged** |
| **LaSalle 8** | | | | | | | | | | |
| 345B-C | 32-33 | **R-1437** | Cell. | 23″ | 21″ | 4″ | A | | | |
| 345D | 34-35 | **R-1474** | Cell. | 22 17/32″ | 18 15/16″ | 3″ | A | | | |
| △35-50 (After Mar. 15th) | 35-36 | **R-1522** | K Cell. | 22 1/2″ | 18″ | 3″ | A | | | |
| 50 | 37 | **R-1564** | Cell. | 23″ | 18″ | 3 1/2″ | A | | | |
| 50 | 38 | **R-1605** | K Cell. | 23″ | 18″ | 3″ | A | | | |
| △50-52 | 39-48 | **R-19** | Fl. Tu. | 21″ | 19 1/16″ | 3″ | A | | | **Flanged** |
| **Lincoln 12 Zephyr** | | | | | | | | | | |
| | 38-Early 39 | **R-9** | Fl. Tu. | 17 1/2″ | 24 3/8″ | 3 3/4″ | A | | | **Flanged** |
| | Late 39 | **R-16** | Fl. Tu. | 17 1/2″ | 24 3/8″ | 3″ | A | | | **Flanged** |
| | 40-41 | **R-18** | Fl. Tu. | 19 1/16″ | 24 3/8″ | 3″ | A | | | **Flanged** |
| △ | 42-48 | **R-74** | Fl. Tu. | 19 1/16″ | 26 3/8″ | 3″ | A | | | **Flanged** |

△—Popular items generally available for prompt shipment.

**When you buy replacement cores, always be sure you get the required cooling capacity. Watch the core depth.**

# McCord Replacement Radiator Cores

## SPECIFICATIONS OF PASSENGER CAR CORES

| Name and Model | Year | McCord No. | Type | Height | Width | Depth | Shape | R | S | Type of Header |
|---|---|---|---|---|---|---|---|---|---|---|
| **Lincoln 8** | | | | | | | | | | |
| △ | 49-51 | R-82A | C. T. | 18 11/16″ | 25¾″ | 3⅝″ | A | | | Flanged |
| **Mercury** | | | | | | | | | | |
| △(95) | 39-40 | R-35A | C. T. | 19⅛″ | 21″ | 2¾″ | A | | Split Core | Flanged |
| △(95) | 39-40 | R-35 | Fl. Tu. | 19⅛″ | 21″ | 3″ | A | | Split Core | Flanged |
| △(100) 3″ Top Header | Early 41 | R-39A | C. T. | 20⅞″ | 21″ | 2¾″ | A | | Split Core | Flanged |
| △(100) 3″ Top Header | Early 41 | R-39 | Fl. Tu. | 20⅞″ | 21″ | 3″ | A | | Split Core | Flanged |
| △(100) 4″ Top Header. | Late 41 | R-40A | C. T. | 20⅞″ | 21″ | 2¾″ | A | | Split Core | Flanged |
| △(100) 4″ Top Header. | Late 41 | R-40 | Fl. Tu. | 20⅞″ | 21″ | 3″ | A | | Split Core | Flanged |
| △(100) | 42-48 | R-46A | C. T. | 19 9/16″ | 20″ | 2¾″ | A | | | Flanged |
| △(100) | 42-48 | R-46 | Fl. Tu. | 19 9/16″ | 20″ | 3″ | A | | | Flanged |
| △ | 49 | R-84A | C. T. | 18⅝″ | 25¼″ | 2″ | A | 11½ Fins | Per Inch | Flanged |
| △ | 49 | R-84 | Fl. Tu. | 18⅝″ | 25¼″ | 2¼″ | A | 11 Fins | Per Inch | Flanged |
| △ | 50-51 | R-91A | C. T. | Same Dimensions as R-84A Except Head-Sheet Projects 1⅝″ in Front | | | | | | Flanged |
| △ | 50-51 | R-91 | Fl. Tu. | Same Dimensions as R-84 Except Head-Sheet Projects 1⅝″ in Front | | | | | | Flanged |
| **Nash 6** | | | | | | | | | | |
| 3720-3820-3920 | 37-39 | R-2 | Fl. Tu. | 25″ | 17¼″ | 2¼″ | A | | | Plain |
| 4020 | Early 40 | R-15 | Fl. Tu. | 25″ | 17 5/16″ | 2¼″ | A | | | Flanged |
| 4020 | Late 40 | R-15A | C. T. | 25″ | 17 5/16″ | 2¼″ | A | | | Flanged |
| △4140-4240-4640-4740-4840-4940 (600) | 41-49 | R-65A | C. T. | 14 9/16″ | 26⅞″ | 2″ | A | | | Flanged |
| △4160-4260-4660-4760-4860-4960 (Amb.) | 41-49 | R-66A | C. T. | 18⅝″ | 23 13/16″ | 2½″ | A | Cross | Flow | Flanged |
| △5040-5140 (600 and Statesman) | Late 50-51 | R-135A | C. T. | 14 9/16″ | 24⅝″ | 2″ | A | | | Flanged |
| △4960-5060-5160 (Amb.) | Late 49-51 | R-118A | C. T. | 16⅞″ | 24⅝″ | 2″ | A | | | Flanged |
| △Rambler 5114-5124 | 50-51 | R-138 | Fl. Tu. | 15¾″ | 18½″ | 1¾″ | A | | | Flanged |
| **Nash 8** | | | | | | | | | | |
| 3780-3880-3980 | 37-39 | R-2 | Fl. Tu. | 25″ | 17¼″ | 2¼″ | A | | | Plain |
| 4080 | Early 40 | R-15 | Fl. Tu. | 25″ | 17 5/16″ | 2¼″ | A | | | Flanged |
| 4080 | Late 40 | R-15A | C. T. | 25″ | 17 5/16″ | 2¼″ | A | | | Flanged |
| 4180-4280 | 41-42 | R-67A | C. T. | 18⅝″ | 23 13/16″ | 2¾″ | A | Cross | Flow | Flanged |
| **Oldsmobile 6** | | | | | | | | | | |
| △F35-F36-F37 | 35-36-37 | R-1521 | K Cell. | 22½″ | 18″ | 2⅛″ | A | | | |
| F38 | 38 | R-1601 | K Cell. | 23¼″ | 19 11/16″ | 2″ | A | | | |
| △F60-G70 | 39-40 | R-1584 | K Cell. | 23⅝″ | 18″ | 2″ | A | | | |
| △66-76 | 41-48 | R-1652 | K Cell. | 24″ | 20¼″ | 2″ | A | | | |
| △76 | 49-50 | R-1674 | K Cell. | 22⅛″ | 21⅞″ | 2½″ | A | | | |
| **Oldsmobile 8** | | | | | | | | | | |
| △L35-L36-L37 | 35-36-37 | R-1522 | K Cell. | 22½″ | 18″ | 3″ | A | | | |
| L38 | 38 | R-1602 | K Cell. | 23¼″ | 19 11/16″ | 2½″ | A | | | |
| L80 | 39 | R-1612 | Cell. | 15″ | 27″ | 3½″ | A | | | |
| L40 | 40 | R-1634 | K Cell. | 25½″ | 17 7/16″ | 3″ | A | | | |
| △68-78-98 | 41-48 | R-1653 | K Cell. | 24″ | 20¼″ | 2½″ | A | | | |
| △88-98 | 48-49 | R-1674 | K Cell. | 22⅛″ | 21⅞″ | 2½″ | A | | | |
| △88-98 | 50 | R-1694 | K Cell. | 21⅛″ | 21 15/16″ | 2½″ | A | | | |
| 88-98 | 51 | R-1679 | K Cell. | 22⅛″ | 21⅞″ | 2″ | A | | | |
| **Packard 6** | | | | | | | | | | |
| △115 | 37 | R-1566 | J. Cell. | 24¼″ | 17 7/32″ | 2¾″ | A | | | |
| 1600 | 38 | R-1590 | K Cell. | 24¾″ | 19″ | 2½″ | A | | | |
| 1700 | 39 | R-1607 | J. Cell. | 24¾″ | 19″ | 2¼″ | A | | | |
| △1800 | 40 | R-1625 | K Cell. | 24⅞″ | 18 19/32″ | 2″ | A | | | |
| 1900 | 41 | R-1654 | K Cell. | 24⅝″ | 18 9/16″ | 2″ | A | | | |
| △2000-2100 | 42-47 | R-72A | C. T. | 25″ | 18⅝″ | 2⅛″ | A | | | Flanged |
| 2220-2240-2320 (Taxi) | 48-50 | R-81A | C. T. | 25″ | 20¼″ | 2¾″ | A | | | Flanged |
| **Packard 8** | | | | | | | | | | |
| 120 | 35 | R-1517 | Cell. | 24¼″ | 17 7/32″ | 3¼″ | A | | | |
| 120 | 36 | R-1566 | J. Cell. | 24¼″ | 17 7/32″ | 2¾″ | A | | | |
| 120C | 37 | R-1575 | Cell. | 24¼″ | 16⅞″ | 3¼″ | A | | | |
| 1601-2—1701-2 | 38-39 | R-1603 | K Cell. | 24¾″ | 18⅝″ | 3″ | A | | | |
| Super 8 | 40-41 | R-20 | Fl. Tu. | 24⅜″ | 18 9/16″ | 3¾″ | A | | | Flanged |
| 120 | 40 | R-1626 | K Cell. | 24⅞″ | 18 9/16″ | 2½″ | A | | | |
| 120 | 41 | R-68A | C. T. | 24⅝″ | 18 9/16″ | 2¾″ | A | | | Flanged |
| Clipper (1951) | 41 | R-71A | C. T. | 23⅞″ | 19¾″ | 2¾″ | A | | | Flanged |

△—Popular items generally available for prompt shipment.

**Original equipment cores are engineered to the job. Larger cells, shallower depths or fewer fins per inch results in reduced cooling capacity. You can always depend on McCord cores to properly cool.**

# McCord Replacement Radiator Cores

## SPECIFICATIONS OF PASSENGER CAR CORES

| Name nad Model | Year | McCord No. | Type | Height | Width | Depth | Shape | R | S | Type of Header |
|---|---|---|---|---|---|---|---|---|---|---|
| **Packard 8 (Continued)** | | | | | | | | | | |
| △120 | 42-47 | **R-73A** | C. T. | 26″ | 18 1/16″ | 2 3/4″ | A | | | Flanged |
| Super 8 | 42-47 | **R-77** | Fl. Tu. | 24″ | 19 3/4″ | 3 3/4″ | A | | | Flanged |
| △Standard 8, 2201-11 | 48 | **R-80A** | C. T. | 25 3/4″ | 20 1/4″ | 2 3/4″ | A | | | Flanged |
| Super 8, 2202-22-32 | 48 | **R-79A** | C. T. | 25 3/4″ | 20 1/4″ | 3 1/4″ | A | | | Flanged |
| Custom | 48-50 | **R-125** | Fl. Tu. | 25 3/4″ | 19 11/16″ | 3 3/4″ | A | | | Plain |
| △Standard (w/o Oil Cooler) | 49-50 | **R-128A** | C. T. | 25 3/4″ | 20 1/4″ | 2″ | A | 3 11/32″ Bottom Header Inside Flange | | Flanged |
| △Standard (With Oil Cooler) | 49-50 | **R-126A** | C. T. | 25 3/4″ | 20 1/4″ | 2″ | A | 3 27/32″ Bottom Header Inside Flange | | Flanged |
| Standard 2301 (Modine Equipped) | 49-50 | **R-133** | Fl. Tu. | 25 3/4″ | 19 3/4″ | 2 1/4″ | A | | | Flanged |
| △Super (With or w/o Oil Cooler) | 49-50 | **R-119A** | C. T. | 25″ | 20 1/4″ | 3 1/4″ | A | | | Flanged |
| Standard 2306 (Modine Equipped) | 49-50 | **R-132** | Fl. Tu. | 25 1/4″ | 19 3/4″ | 2 1/4″ | A | | | Flanged |
| △2401-02-06 (With or w/o Oil Cooler) | 51 | **R-137** | Fl. Tu. | 21 1/2″ | 24 3/4″ | 2 1/4″ | A | | | Plain |
| **Plymouth 6 (For Canadian Production, See Page No. 22)** | | | | | | | | | | |
| PC | 33 | **R-1454** | Cell. | 18 9/16″ | 19 1/2″ | 2 1/4″ | A | | | |
| PD | After Apr. 15, 33 | **R-1475** | Cell. | 18 9/16″ | 19″ | 2 1/4″ | A | | | |
| PE—DeLuxe | 34 | **R-1497** | Cell. | 21 1/8″ | 18 15/16″ | 2 1/2″ | A | | | |
| PF—Std. | 34 | **R-1498** | Cell. | 18 15/16″ | 19″ | 2 1/4″ | A | | | |
| PG | 34 | **R-1509** | Cell. | 18 3/8″ | 19″ | 2 1/4″ | A | | | |
| PJ | Early 35 | **R-1536** | Cell. | 21 15/16″ | 17 1/2″ | 2 1/4″ | A | | | |
| PJ | After April 1, 35 | **R-1537** | Cell. | 21 15/16″ | 17 1/2″ | 2″ | A | | | |
| P1-P2 | 36 | **R-1554** | Cell. | 21 9/16″ | 16 1/2″ | 2 1/4″ | A | | | |
| △P3-P4-P6 | 37-38 | **R-1580** | Cell. | 19 3/8″ | 18 3/4″ | 2 1/4″ | A | | | |
| △P7-P8-P9-P10 | 39-40 | **R-1608** | Cell. | 20 1/2″ | 18 1/4″ | 2 1/2″ | A | | | |
| △P11-P12 | 41 | **R-1655** | Cell. | 20 5/16″ | 19 15/16″ | 2 1/4″ | A | | | |
| △P14-P15 | 42-48 | **R-1663** | Cell. | 19″ | 20″ | 2 3/4″ | A | | | |
| △P17-P18 | Early 49 | **R-1683** | Cell. | 20″ | 20 1/2″ | 2 1/2″ | A | | | |
| △P17-P18-P19-P20 | Late 49-50 | **R-1690** | Cell. | 20″ | 20 1/2″ | 2 1/4″ | A | | | |
| △P22-P23 | 51 | **R-1703** | Cell. | 18 9/16″ | 20 5/8″ | 2 1/4″ | A | | | |
| **Pontiac 6 (For Canadian Production, See Page No. 23)** | | | | | | | | | | |
| 705-705B-P6 | 35-36 | **R-1533** | K Cell. | 24 1/2″ | 15 3/4″ | 2 1/8″ | B | 22 7/8″ | 13 3/8″ | Cross Flow |
| △ | 37-38 | **R-1521** | K Cell. | 22 1/2″ | 18″ | 2 1/8″ | A | | | |
| △ | 39-40 | **R-1613** | K Cell. | 24″ | 18″ | 2″ | A | | | |
| △ | 41-48 | **R-1652** | K Cell. | 24″ | 20 1/4″ | 2″ | A | | | |
| △ | 49-51 | **R-1679** | K Cell. | 22 1/8″ | 21 7/8″ | 2″ | A | | | |
| **Pontiac 8 (For Canadian Production, See Page No. 23)** | | | | | | | | | | |
| 605-P8 | Late 35-36 | **R-1535** | K Cell. | 24 1/2″ | 15 3/4″ | 2 1/2″ | B | 22 7/8″ | 13 3/8″ | Cross Flow |
| △ | 37-38 | **R-1522** | K Cell. | 22 1/2″ | 18″ | 3″ | A | | | |
| △ | 39-40 | **R-1614** | K Cell. | 24″ | 18″ | 3″ | A | | | |
| △ | 41-48 | **R-1653** | K Cell. | 24″ | 20 1/4″ | 2 1/2″ | A | | | |
| △ | 49-51 | **R-1674** | K Cell. | 22 1/8″ | 21 7/8″ | 2 1/2″ | A | | | |
| **Studebaker 6 (For Canadian Production, See Page No. 23)** | | | | | | | | | | |
| 5A-6A | 37 | **R-297** | Fl. Tu. | 22 1/8″ | 17″ | 2 3/4″ | A | | | Flanged |
| 7A-8A Comm. | 38 | **R-7** | Fl. Tu. | 26 1/2″ | 17″ | 2 1/4″ | A | | | Flanged |
| 9A-10A Comm. | 39-40 | **R-10** | Fl. Tu. | 22″ | 22″ | 2 1/4″ | A | | | Flanged |
| △Champion | 39-46 | **R-1622** | K Cell. | 19″ | 18 1/16″ | 2 1/4″ | A | | | |
| △11A-12A Comm. | 41-46 | **R-69A** | C. T. | 23 1/4″ | 19 3/4″ | 2 1/4″ | A | | | Flanged |
| △Champion | 47-48 | **R-75A** | C. T. | 17 7/8″ | 19 3/16″ | 2 1/2″ | A | | | Flanged |
| △14A-15A Comm. | 47-48 | **R-76A** | C. T. | 21 3/4″ | 20 13/16″ | 2 1/2″ | A | | | Flanged |
| △Champion | 49 | **R-116A** | C. T. | 17 3/8″ | 19 3/16″ | 2 3/4″ | A | | | Flanged |
| △Comm. 16A | 49 | **R-117A** | C. T. | 21 3/4″ | 20 13/16″ | 2 3/4″ | A | | | Flanged |
| △Champion | 50 | **R-122A** | C. T. | 17 7/8″ | 22″ | 2″ | A | | | Flanged |
| △Comm. 17A | 50 | **R-123A** | C. T. | 20 3/4″ | 20 13/16″ | 2″ | A | | | Flanged |
| △Champion | 51 | **R-139A** | C. T. | 18 7/8″ | 22″ | 2″ | A | 10 Fins | Per Inch | Flanged |
| R-122A NOTE: (To Replace Lock Seam Type Radiator, Trim Flange on Old Tanks) | | | | | | | | | | |
| **Studebaker 8 (For Canadian Production, See Page No. 23)** | | | | | | | | | | |
| Pres.-5C-6C | 39-40 | **R-11** | Fl. Tu. | 22″ | 22″ | 2 3/4″ | A | | | Flanged |
| Pres.-7C-8C | 41-42 | **R-70A** | C. T. | 23 1/4″ | 19 3/4″ | 3″ | A | | | Flanged |
| △Commander V8 Mod. H. | 51 | **R-140A** | C. T. | 18 7/8″ | 22″ | 2″ | A | 14 Fins | Per Inch | Flanged |
| **Terraplane 6 (For Canadian Production, See Page No. 23)** | | | | | | | | | | |
| 61-62 | 36 | **R-1565** | K Cell. | 21 5/8″ | 19 5/16″ | 2 1/8″ | A | | | |
| △70-71 | 37-38 | **R-1577** | K Cell. | 21 3/16″ | 19 7/8″ | 2 1/8″ | A | | | |
| **Willys 4 and 6** | | | | | | | | | | |
| 77, 4 Cyl | 35-36 | **R-1539** | Cell. | 16 3/4″ | 15 5/8″ | 2″ | A | | | |

△—Popular items generally available for prompt shipment.

**McCord cores always give required cooling capacity and there are no McCord owned shops competing with you in your city.**

# McCord Replacement Radiator Cores

## SPECIFICATIONS OF PASSENGER CAR CORES

| Name and Model | Year | McCord No. | Type | Height | Width | Depth | Shape | R | S | Type of Header |
|---|---|---|---|---|---|---|---|---|---|---|
| **Willys 4 and 6 (Continued)** | | | | | | | | | | |
| 77, 4 Cyl | 37-42 | R-1589 | Cell. | 16¾″ | 15½″ | 2¼″ | A | | | |
| △Jeep, 4 Cyl | 46-47 | R-990 | Fl. Tu. | 13 3/32″ | 20⅛″ | 1¾″ | A | | | Flanged |
| △Station Wagon 4 Cyl | 47 | R-991 | Fl. Tu. | 16⅝″ | 17″ | 1¾″ | A | | | Flanged |
| Jeepster 4-6 Cyl. and 6 Cyl. Station Wagon | 48 | R-1673 | K Cell. | 15¾″ | 19 11/16″ | 2″ | A | | | |
| Jeepster 4-6 Cyl. and 6 Cyl. Station Wagon Model 6-63 | 49 | R-1684 | Cell. | 15⅞″ | 19″ | 2¼″ | A | | | |
| Jeep 4 Cyl. CJ-3A | 49-51 | R-1691 | K Cell. | 13¾″ | 19 11/16″ | 2″ | A | | | |
| **Zephyr 12 (See Lincoln 12)** | | | | | | | | | | |

# McCord Replacement Radiator Cores

## SPECIFICATIONS OF TRUCK, TRACTOR AND BUS CORES

Type of Tank: B—Means Bolted Construction; SP—Means Plain Headers; SF—Means Flanged Headers.

| Name and Model | Ton Capacity | Year | McCord No. | Type | Dimensions—Inches | | | Shape | R | S | Headsheets—Inches | | Type of Tk. and Hdr. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Height | Width | Depth | | | | Top | Bottom | |
| **A. C. F.** | | | | | | | | | | | | | |
| 37P | | 38 | R-740 | I. R. | 30″ | 39⅛″ | 3⅝″ | A | | | 8¼x40¼″ | 6¼x40¼″ | SP |
| C41 | | 44-48 | R-360 | Fl. Tube | 21⅞″ | 39½″ | 3¾″ | A | | | 4¾x41″ | 4¾x41″ | SP |
| C36 | | | R-403 | Fl. Tube | 16⅞″ | 45½″ | 3″ | A | | | 4¾x49″ | 4¾x49″ | SP |
| **Aero Coach** | | | | | | | | | | | | | |
| P45 | | | R-380 | Fl. Tube | 31″ | 25″ | 3″ | A | | | 4 x26″ | 4 x26″ | SP |
| **Ajax Iron Works** | | | | | | | | | | | | | |
| | | | R-377 | I. R. | 20″ | 18½″ | 2 23/32″ | A | | | 6 x21⅛″ | 6 x21⅛″ | SP |
| **Allis Chalmers** | | | | | | | | | | | | | |
| L | | 30-37 | R-689 | I. R. | 30″ | 30″ | 3⅝″ | A | | | 9⅛x33½″ | 6 11/16x33½″ | B |
| U-UC-1U-M Crawler | | 31-37 | R-789 | I. R. | 23 1/16″ | 20½″ | 1 13/16″ | A | | | 7½x23″ | 5⅞x23″ | B |
| WC-W25L | | 33-36 | R-963 | Fl. Tube | 18⅛″ | 19⅛″ | 2¼″ | A | | | 6½x20¾″ | 4½x20¾″ | SP |
| K | | 37 | R-737 | I. R. | 28″ | 24″ | 2 23/32″ | A | | | 8 x27¼″ | 6⅝x27¼″ | B |
| E60 | | | R-816 | Fl. Tube | 27⅞″ | 24″ | 3″ | A | | | 8¼x27¼″ | 8¼x27¼″ | B |
| B-C | | 38 | R-732 | Fl. Tube | 14 9/16″ | 15″ | 2¼″ | A | | | 4 11/32x14⅞″ | 2 7/16x14⅞″ | SF |
| WC | | 39 | R-901 | Fl. Tube | 18¼″ | 18″ | 2¼″ | A | | | 6½x19½″ | 4 x19½″ | SP |
| Earth Mover | | | R-330 | I. R. | 25⅜″ | 28½″ | 2 23/32″ | A | | | 7⅜x30⅜″ | 4 13/16x30⅜″ | SP |
| HD-5 | | 49 | R-349 | Fl. Tube | 21″ | 22″ | 2¼″ | A | | | 5 x23¾″ | 3¾x23¾″ | SP |
| HD-10 | | | R-368 | I. R. | 26⅛″ | 28½″ | 2 23/32″ | A | | | 7¾x30⅝″ | 5¼x30⅝″ | SP |
| **Autocar** | | | | | | | | | | | | | |
| | | 35 | R-727 | Fl. Tube | 27⅜″ | 24⅜″ | 3″ | A | | | 7¼x28½″ | 7¼x28½″ | SP |
| TE | | | R-781 | I. R. | 27 3/16″ | 24½″ | 2 23/32″ | A | ⅛″ Bot. Hdr. | | 6 x28½″ | 6 x28½″ | B |
| UCB-UDF-UT | | 35-43 | R-902 | I. R. | 27″ | 28″ | 2 23/32″ | A | | | 6 7/16x31⅛″ | 6 7/16x31⅛″ | SP |
| DFL-NL-ZNL | | 36-43 | R-904 | Fl. Tube | 25½″ | 24¾″ | 3″ | A | | | 6 x27″ | 6 x27″ | SP |
| NLA | | 36-43 | R-905 | Fl. Tube | 25½″ | 24¾″ | 3¾″ | A | | | 6 x27″ | 6 x27″ | SP |
| TL-ZTL | | 36-43 | R-906 | Fl. Tube | 26½″ | 24¾″ | 3¾″ | A | | | 6 x27″ | 6 x27″ | SP |
| RL-RM-BLD-URA-CDC-CDD-RTD-B-UBB-FC | | 37-43 | R-907 | Fl. Tube | 24¼″ | 20 13/16″ | 3″ | A | | | 6 x22″ | 6 x22″ | SP |
| **Avery Tractor** | | | | | | | | | | | | | |
| | | | R-310 | Fl. Tube | 14½″ | 15¾″ | 2¼″ | A | | | 7½x16¾″ | 3½x16¾″ | SP |
| **Barber-Greene** | | | R-647 | Fl. Tube | 17¼″ | 20¼″ | 3″ | A | | | 6 x23″ | 6 x23″ | B |
| **Bay City Shovel** | | | | | | | | | | | | | |
| | | | R-381 | Fl. Tube | 28½″ | 26⅜″ | 3¾″ | A | | | 5 x28″ | 5 x28″ | SP |
| **Beck Bus** | | | | | | | | | | | | | |
| | | | R-379 | Fl. Tube | 26″ | 34″ | 3¾″ | A | | | 7 5/16x35¾″ | 7 5/16x35¾″ | SP |
| **Brill** | | | | | | | | | | | | | |
| C41 | | 44-48 | R-360 | Fl. Tube | 21⅞″ | 39½″ | 3¾″ | A | | | 4¾x41″ | 4¾x41″ | SP |
| C36 | | | R-403 | Fl. Tube | 16⅞″ | 45½″ | 3″ | A | | | 4¾x49″ | 4¾x49″ | SP |
| **Brockway** | | | | | | | | | | | | | |
| 96-110-125X-130-145-150X4-150X5 | | 35-43 | R-908 | Fl. Tube | 23⅞″ | 22″ | 3″ | A | | | 6 x23″ | 6 x23″ | SP |
| 140-160X-170X-175X-195X-220X-240X-260X-162-166 | | 35-43 | R-949 | Fl. Tube | 25 1/16″ | 22″ | 3″ | A | | | 6 x23″ | 6 x23″ | SP |

△—Popular items generally available for prompt shipment.

**Satisfied customers are your best business insurance. McCord dependable cores insure satisfied customers. They cool properly.**

# McCord Replacement Radiator Cores

## SPECIFICATIONS OF TRUCK, TRACTOR AND BUS CORES

Type of Tank: B—Bolted Construction; SP—Plain Headers; SF—Flanged Headers

| Name and Model | Ton Capacity | Year | McCord No. | Type | Dimensions—Inches |  |  | Shape | R | S | Headsheets—Inches |  | Type of Tk. and Hdr. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
|  |  |  |  |  | Height | Width | Depth |  |  |  | Top | Bottom |  |
| **Brockway—Continued** |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 78-87-90X |  | 35-42 | **R-950** | Cell. | 24″ | 22″ | 2″ | A |  |  |  |  |  |
| M83-M88-M92-M94-88-92-94 |  | 40-42 | **R-951** | Cell. | 24″ | 22″ | 2 1/2″ | A |  |  |  |  |  |
| 260-HW-166S |  | 44-48 | **R-952** | Fl. Tube | 26″ | 23″ | 3 3/4″ | A |  |  | 7 5/8x24″ | 5 5/16x24″ | SP |
| 153-154-156 |  | 44-48 | **R-953** | Fl. Tube | 24 3/8″ | 23″ | 3 3/4″ | A |  |  | 7 5/8x24″ | 5 5/16x24″ | SP |
| 112-128-146-147 |  | 44-48 | **R-954** | Fl. Tube | 24 3/8″ | 23″ | 3″ | A |  |  | 7 5/8x24″ | 5 5/16x24″ | SP |
| **Buda** |  |  |  |  |  |  |  |  |  |  |  |  |  |
| JK4 |  |  | **R-759** | I. R. | 35 7/8″ | 35 1/2″ | 2 23/32″ | A |  |  | 6 1/2x39 3/4″ | 6 1/2x39 3/4″ | B |
| BTH |  |  | **R-782** | I. R. | 30 3/4″ | 28″ | 2 23/32″ | A |  |  | 6 5/8x31 1/2″ | 6 5/8x31 1/2″ | B |
|  |  |  | **R-308** | Fl. Tube | 33″ | 32 1/2″ | 3″ | A |  |  | 6 x35 1/2″ | 6 x35 1/2″ | SP |
| Late HP217 |  |  | **R-955** | Fl. Tube | 19 1/4″ | 19 1/4″ | 2 3/4″ | A |  |  | 6 7/8x20 1/4″ | 4 x20 1/4″ | SP |
| HP173 |  |  | **R-369** | Fl. Tube | 19 1/8″ | 19″ | 2 1/4″ | A |  |  | 6 7/8x20 1/4″ | 4 x20 1/4″ | SP |
| **Case** |  |  |  |  |  |  |  |  |  |  |  |  |  |
| L—All Models—SE |  |  | **R-663** | I. R. | 22 7/8″ | 19″ | 2 23/32″ | A |  |  | 6 3/8x22 1/4″ | 6 3/8x22 1/4″ | B |
| C—All Models—D-DC |  | 28-40 | **R-681** | I. R. | 20 1/2″ | 15″ | 3 5/8″ | A |  |  | 5 5/8x17 5/8″ | 3 3/4x17 5/8″ | B |
| RC |  | 36-40 | **R-803** | I. R. | 19″ | 15″ | 2 23/32″ | A |  |  | 5 3/4x17 1/2″ | 5 3/4x17 1/2″ | B |
| Combine |  |  | **R-916** | Fl. Tube | 19 1/2″ | 20 1/4″ | 2 3/4″ | A |  |  | 4 1/2x22″ | 4 1/2x22″ | SP |
| Combine |  |  | **R-917** | I. R. | 20″ | 20″ | 2 23/32″ | A |  |  | 8 x24″ | 8 x24″ | SP |
| S-SC-SO |  | 40-44 | **R-944** | Fl. Tube | 19 3/8″ | 14 3/8″ | 2 1/4″ | A |  |  | 6 x15 3/4″ | 2 3/8x15 3/4″ | SF |
| Combine |  |  | **R-316** | Fl. Tube | 19 7/8″ | 18″ | 2 1/4″ | A |  |  | 6 3/4x20 3/4″ | 4 1/4x20 3/4″ | SP |
| Vac |  | 43 | **R-326** | Fl. Tube | 16 3/4″ | 15 3/4″ | 2 1/4″ | A |  |  | 6 7/16x16 1/2″ | 3 x16 1/2″ | SP |
| **Caterpillar** |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 30 |  | 28 | **R-678** | I. R. | 23 29/32″ | 23 1/2″ | 2 23/32″ | A |  |  | 6 3/4x26 3/8″ | 6 3/4x26 3/8″ | B |
| 15 |  | 28 | **R-679** | Fl. Tube | 24″ | 22 1/8″ | 2 1/4″ | A |  |  | 4 1/8x24 3/8″ | 4 1/8x24 3/8″ | B |
| 30-48—RD4-10-Auto. Pat |  |  | **R-710** | I. R. | 23 7/16″ | 24″ | 2 23/32″ | A |  |  | 5 3/4x26 5/8″ | 5 3/4x26 5/8″ | B |
| (Diesel) RD7-9G |  |  | **R-707** | I. R. | 31″ | 33″ | 2 23/32″ | A | 1/8″ | Bot. Hdr. | 5 1/2x36 1/2″ | 5 1/2x36 1/2″ | B |
| (Diesel) 35 RD6-R5 11 |  |  | **R-725** | I. R. | 27 7/16″ | 28″ | 2 23/32″ | A | 1/8″ | Bot. Hdr. | 5 1/2x30 3/4″ | 5 1/2x30 3/4″ | B |
| (Diesel) 75 RD8-D13000 |  |  | **R-724** | I. R. | 33 1/2″ | 39 1/4″ | 2 23/32″ | A | 1/8″ | Bot. Hdr. | 6 1/8x43 1/16″ | 6 1/8x43 1/16″ | B |
| 22 Tractor |  |  | **R-733** | Fl. Tube | 22 1/4″ | 24 1/2″ | 3″ | A |  |  | 5 5/16x27 1/4″ | 5 5/16x27 1/4″ | B |
| 20 |  |  | **R-780** | I. R. | 23 1/2″ | 23″ | 1 13/16″ | A |  |  | 5 1/4x25 3/4″ | 5 1/4x25 3/4″ | B |
| 10 |  |  | **R-822** | I. R. | 20 5/8″ | 20 1/2″ | 1 13/16″ | A |  |  | 4 1/2x23 1/4″ | 4 1/2x23 1/4″ | B |
| 5A-15 |  |  | **R-910** | I. R. | 28 1/2″ | 28 1/2″ | 2 23/32″ | A |  |  | 5 1/2x32″ | 5 1/2x32″ | B |
| 20-25 |  |  | **R-912** | I. R. | 23 1/2″ | 23 1/2″ | 2 23/32″ | A |  |  | 5 1/8x25 1/2″ | 5 1/8x25 1/2″ | B |
| 50 |  |  | **R-913** | I. R. | 28 1/2″ | 28″ 1/2 | 1 13/16″ | A | 1/8″ | Bot. Hdr. | 5 1/2x32″ | 5 1/2x32″ | B |
| New Series, D7, Model M |  |  | **R-915** | I. R. | 30 1/4″ | 36″ | 2 23/32″ | A |  |  | 4 3/4x37 3/8″ | 3 1/2x37 3/8″ | SF |
| 12 |  |  | **R-392** | I. R. | 26″ | 26″ | 3 5/8″ | A | 1/8″ | Bot. Hdr. | 5 3/4x28 5/8″ | 5 3/4x28 5/8″ | B |
| New Series D6 |  |  | **R-400** | I. R. | 25 3/8″ | 29″ | 2 23/32″ | A |  |  | 5 5/16x32″ | 4 9/16x32″ | SP |
| **Chevrolet 6** |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Series LT. M. N.—1 1/2 |  | 31-32 | **R-528** | Cellular | 24 1/4″ | 17 5/16″ | 2″ | A |  |  |  |  |  |
|  |  |  | For previous Models— See Passenger Cars |  |  |  |  |  |  |  |  |  |  |
| 1 1/2 Ton-1/2 Ton |  | 33 | **R-579** | Cellular | 23 3/4″ | 17 5/16″ | 2″ | A |  |  |  |  |  |
| 1/2-1 1/2 Ton |  | 34-35-36 | **R-589** | K. Cell. | 23 1/2″ | 16 7/16″ | 2 1/8″ | A |  |  |  |  |  |
| 1 1/2 Ton H. D. |  | 34-35-36 | **R-662** | K. Cell. | 23 1/2″ | 16 7/16″ | 3″ | A |  |  |  |  |  |
| △1/2-1 1/2 Ton |  | 37-46 | **R-802** | K. Cell. | 22 1/2″ | 18″ | 2″ | A |  |  |  |  |  |
| △1 1/2 Ton H. D. 706K Army (C.O.E.) |  | 37-47 | **R-1522** | K. Cell. | 22 1/2″ | 18″ | 3″ | A |  |  |  |  |  |
| 1 1/2 Ton (Army) |  | 41-47 | **R-994** | Fl. Tube | 19″ | 21″ | 3″ | A |  |  | 5 7/8x22 1/4″ | 5x22 1/4″ | SP |
| △1/2 Ton Pickup 50; 1/2-1 1/2 Ton and School Bus |  | 47-51 | **R-995** | K. Cell. | 20 11/16″ | 19 11/16″ | 2″ | A |  |  |  |  |  |
| △1/2-1 1/2-2 Ton—School Bus & C. O. E. QRS |  | 47-51 | **R-996** | K. Cell. | 20 11/16″ | 19 11/16″ | 3″ | A |  |  |  |  |  |
| FCS-370-450 |  | 47 | **R-997** | Fl. Tube | 20 9/16″ | 19 11/16″ | 3″ | A |  |  | 5 7/8x20 11/16″ | 5x20 11/16″ | SP |
| **Chrysler Industrial Engine** |  |  | **R-382** | Fl. Tube | 23 1/2″ | 21″ | 3″ | A |  |  | 6 1/2x22″ | 4 x22″ | SP |
| **Clark Loader** |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  | **R-959** | Fl. Tube | 20 5/16″ | 18 3/8″ | 2 1/4″ | A |  |  | 6 5/8x20 1/2″ | 4 1/8x20 1/2″ | SF |
|  |  |  | **R-960** | Cellular | 16 1/4″ | 21″ | 2″ | A |  |  |  |  |  |
|  |  |  | **R-393** | Fl. Tube | 16 3/8″ | 20 1/8″ | 1 3/4″ | A |  |  | 6x21 1/4″ | 3 1/2x21 1/4″ | SP |
| **Cletrac** (For other Models of Cletrac see Oliver) |  |  |  |  |  |  |  |  |  |  |  |  |  |
| C20-15-20, AD, AG |  |  | **R-715** | Fl. Tube | 20 1/4″ | 20 1/4″ | 2 1/4″ | A |  |  | 6 1/8x24″ | 6 1/8x24″ | B |
| CG |  |  | **R-716** | Fl. Tube | 25″ | 24 1/4″ | 2 1/4″ | A |  |  | 6 1/8x26 7/8″ | 6 1/8x26 7/8″ | B |
| 15-20-25-28-30-30D |  | 32-34 | **R-719** | Fl. Tube | 22 3/4″ | 20 1/4″ | 2 1/4″ | A |  |  | 6 1/8x24″ | 6 1/8x24″ | B |

△—Popular items generally available for prompt shipment.

**Cheap cores, without proper cooling capacity, make dissatisfied customers and grief for you.**

# McCord Replacement Radiator Cores

## SPECIFICATIONS OF TRUCK, TRACTOR AND BUS CORES

Type of Tank: B—Bolted Construction; SP—Plain Headers; SF—Flanged Headers

| Name and Model / Ton Capacity | Year | McCord No. | Type | Dimensions—Inches | | | Shape | R | S | Headsheets—Inches | | Type of Tk. and Hdr. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Height | Width | Depth | | | | Top | Bottom | |
| **Cletrac (Continued)** | | | | | | | | | | | | |
| FD-FG-60-75-80 | 29-30 | **R-720** | I. R. | 32″ | 32″ | 3⅝″ | A | ...... | ...... | 6⅛x34¾″ | 6⅛x34¾″ | B |
| BD-BG-40D-30-35-40-55 | | **R-721** | Fl. Tube | 23¾″ | 20¼″ | 3″ | A | ...... | ...... | 6⅛x24″ | 6⅛x24″ | B |
| DG | | **R-812** | Fl. Tube | 25″ | 24⅜″ | 3″ | A | ...... | ...... | 6⅛x26⅞″ | 6⅛x26⅞″ | B |
| BD-BG | | **R-329** | Fl. Tube | 23¾″ | 20″ | 3¾″ | A | ...... | ...... | 6⅛x24″ | 6⅛x24″ | B |
| **Climax** | | | | | | | | | | | | |
| C-60, C-96 Condenser | | **R-355** | I. R. | 16″ | 16″ | 2 23/32″ | A | ...... | ...... | 4¼x16 13/16″ | 4½x17¾″ | B &SP |
| **Co-Op Tractor** | | | | | | | | | | | | |
| No. 2 | | **R-337** | Fl. Tube | 21″ | 20″ | 2¼″ | A | ...... | ...... | 6x21″ | 3¾x21″ | SP |
| No. 1 | | **R-340** | Fl. Tube | 16¼″ | 18″ | 2¼″ | A | ...... | ...... | 8¼x19″ | 4½x19″ | SP |
| **John Deere Tractor** | | | | | | | | | | | | |
| D | | **R-532** | I. R. | 19¾″ | 20½″ | 2 23/32″ | A | ...... | ...... | 15¾x23½″ | 5¾x23½″ | B |
| A—All Models | 35-37 | **R-776** | I. R. | 18½″ | 16½″ | 1 13/16″ | A | ...... | ...... | 5½x18⅜″ | 5½x18⅜″ | B |
| B—All Models | 35-37 | **R-777** | I. R. | 16½″ | 14″ | 1 13/16″ | A | ...... | ...... | 5¾x16¾″ | 5¾x16¾″ | B |
| H | | **R-894** | I. R. | 15 11/16″ | 14″ | 1 13/16″ | A | ...... | ...... | 5¾x15½″ | 5¾x15½″ | B |
| General Purpose | 28-29 | **R-897** | Fl. Tube | 17½″ | 18⅜″ | 2¼″ | A | ...... | ...... | 6 x20½″ | 6 x20½″ | B |
| AD | 40 | **R-900** | Fl. Tube | 22¾″ | 20½″ | 2¼″ | A | ...... | ...... | 7 x23″ | 4½x23″ | SP |
| Model A | 40 | **R-350** | I. R. | 20″ | 17″ | 2 23/32″ | A | ...... | ...... | 5 9/16x18 5/16″ | 5 9/16x18 5/16″ | B |
| Model A | 41-47 | **R-300** | I. R. | 21″ | 17″ | 2 23/32″ | A | ...... | ...... | 5 9/16x18 5/16″ | 5 9/16x18 5/16″ | B |
| L | 42-43 | **R-965** | Fl. Tube | 15″ | 15″ | 2¼″ | A | ...... | ...... | 7 x18″ | 3½x18″ | SP |
| Model D | 40-48 | **R-331** | I. R. | 19¾″ | 20″ | 2 23/32″ | A | ...... | ...... | 6¼x23″ | 6¼x23″ | B |
| General Purpose | | **R-335** | Fl. Tube | 18¾″ | 18½″ | 3″ | A | ...... | ...... | 5¾x20⅜″ | 5¾x20⅜″ | B |
| **Diamond T** | | | | | | | | | | | | |
| 602-606-801 | 29-30 | **R-661** | Fl. Tube | 26¾″ | 23″ | 3″ | A | ...... | ...... | 5½x25″ | 5½x25″ | SP |
| 212-406H-614 | 36-40 | **R-743** | Fl. Tube | 25½″ | 20⅝″ | 2¼″ | A | ...... | ...... | 9 x21½″ | 9 x21½″ | SP |
| 211 | 34-35 | **R-744** | Fl. Tube | 25″ | 19½″ | 2¼″ | A | ...... | ...... | 8⅛x21½″ | 5 x21½″ | SP |
| 311, 326B | 34-35 | **R-745** | Fl. Tube | 26¼″ | 19″ | 2¼″ | A | ...... | ...... | 8⅛x21½″ | 5 x21½″ | SP |
| 351-512 DR | 34-35 | **R-746** | Fl. Tube | 26¼″ | 19″ | 3″ | A | ...... | ...... | 9⅛x21½″ | 6 x21½″ | SP |
| 221 | 36-37 | **R-751** | Fl. Tube | 25½″ | 20⅝″ | 3″ | A | ...... | ...... | 8¾x21½″ | 3¾x21½″ | SP |
| 404-406-509 | 38-39 | **R-811** | Fl. Tube | 25½″ | 20⅝″ | 3″ | A | ...... | ...... | 10 x22½″ | 5 x22½″ | SP |
| 404C-509C-612C-614C-513C-615C | 38-39 | **R-918** | Fl. Tube | 26¼″ | 21⅜″ | 2¾″ | A | ...... | ...... | 7½x26⅜″ | 7½x26⅜″ | SP |
| 91 Package Car | 39-41 | **R-919** | Cellular | 15¾″ | 19¾″ | 2½″ | A | ...... | ...... | ...... | ...... | |
| 900 Herc., 900 Cummins | 41-42 | **R-384** | Fl. Tube | 34½″ | 24⅜″ | 3¾″ | A | ...... | ...... | 7¼x25¼″ | 6 x25¼″ | SP |
| 404SC. | 48 | **R-321** | Fl. Tube | 25¼″ | 21⅝″ | 2¼″ | A | ...... | ...... | 6¾x22¾″ | 4¼x22¾″ | SP |
| **Divco** | | | | | | | | | | | | |
| K—Q | 34 | **R-655** | Fl. Tube | 22 27/32″ | 17¾″ | 2¾″ | A | ...... | ...... | 5¾x20¾″ | 5¾x20¾″ | SP |
| Twin—UM | 39-40 | **R-826** | Fl. Tube | 20 7/16″ | 20″ | 2¼″ | A | ...... | ...... | 9 x20½″ | 3½x20½″ | SP |
| ...... | 41 | **R-856** | Fl. Tube | 18 7/16″ | 20″ | 2¼″ | A | ...... | ...... | 6½x21½″ | 4½x21½″ | SP |
| △UM-ULM (4-6 Cyl.) | 48-50 | **R-1664** | K. Cell. | 19″ | 19 11/16″ | 2″ | A | ...... | ...... | ...... | ...... | .... |
| **Dodge—(For Canadian Production See Page No. 22** | | | | | | | | | | | | |
| U2A, DD2A, ½ | 30-31 | **R-543** | Cellular | 22⅜″ | 20″ | 2″ | D | 21¼″ | 12½″ | ...... | ...... | |
| ...... | 32-33 | **R-590** | Cellular | 22⅜″ | 20″ | 2¼″ | D | ...... | ...... | ...... | ...... | |
| 136, 165 | 32-33 | **R-591** | Cellular | 22⅜″ | 20″ | 2½″ | D | ...... | ...... | ...... | ...... | |
| DPT | 33 | **R-1468** | Cellular | 19⅝″ | 18 15/16″ | 2½″ | A | ...... | ...... | ...... | ...... | |
| TCL | 33 | **R-581** | Cellular | 21 3/16″ | 18⅞″ | 2¼″ | A | ...... | ...... | ...... | ...... | |
| T2E-H30-30A-H43-KH33, 1½ | 33-35 | **R-582** | Cellular | 25″ | 18⅞″ | 2″ | A | ...... | ...... | ...... | ...... | |
| T3G-K30-K34-LE-LF-T25 T26-T92-T93-T105 | 33-35 | **R-583** | Cellular | 25″ | 18⅞″ | 2¼″ | A | ...... | ...... | ...... | ...... | |
| T7-K47-LH46 | 34-36 | **R-592** | Cellular | 25″ | 18⅞″ | 2½″ | A | ...... | ...... | ...... | ...... | |
| K60-K62 | 35-36 | **R-690** | Fl. Tube | 25 7/16″ | 19″ | 3¾″ | A | ...... | ...... | 6¾x21″ | 6¾x21″ | SP |
| 131-157 | 32-33 | **R-642** | Cellular | 21 3/16″ | 18⅞″ | 2″ | A | ...... | ...... | ...... | ...... | |
| T12-KC-KCL-LC, ½ | 34-36 | **R-644** | Cellular | 19¼″ | 18 15/16″ | 2½″ | A | ...... | ...... | ...... | ...... | |
| LC ½ Ton | 36 | **R-697** | Cellular | 21 3/16″ | 17″ | 2½″ | A | ...... | ...... | ...... | ...... | |
| T3G-K30-K34-LE-LF-T25-T26-T92-T93-T105 | 36-40 | **R-583** | Cellular | 25″ | 18⅞″ | 2¼″ | A | ...... | ...... | ...... | ...... | |
| MC-MD-RC-RD, ½ | 37-38 | **R-1583** | Cellular | 21 3/16″ | 17″ | 3″ | A | ...... | ...... | ...... | ...... | |
| ME-MF-RE-RF-¾-1½ | 37-38 | **R-693** | Cellular | 25 1/16″ | 18⅝″ | 2½″ | A | ...... | ...... | ...... | ...... | |
| △MH-RH-T94-T98-TD-TE-TF-TG-TH-VD-VH-WD-WH-2 Ton | 37-47 | **R-694** | Cellular | 25 1/16″ | 18⅝″ | 3″ | A | ...... | ...... | ...... | ...... | |
| RD—1 Ton | 38 | **R-1553** | Cellular | 21 3/16″ | 17″ | 3¼″ | A | ...... | ...... | ...... | ...... | |

△—Popular items generally available for prompt shipment.

**McCord cores are low priced—of the highest quality—developed from over forty-two years engineering and manufacturing experience.**

# McCord Replacement Radiator Cores

## SPECIFICATIONS OF TRUCK, TRACTOR AND BUS CORES

Type of Tank: B—Bolted Construction; SP—Plain Headers; SF—Flanged Headers

| Name and Model Ton Capacity | Year | McCord No. | Type | Dimensions—Inches Height | Width | Depth | Shape | R | S | Headsheets—Inches Top | Bottom | Type of Tk. and Hdr. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Dodge** (Continued) | | | | | | | | | | | | |
| △TC-VC-WC ½ Ton | 39-47 | **R-760** | Cellular | 25 1/16″ | 18⅝″ | 2¼″ | A | | | | | |
| △T114-116-118-128 | 46-47 | **R-302** | Cellular | 25 1/16″ | 18⅝″ | 2¾″ | A | | | | | |
| | 47 | **R-992** | Fl. Tube | 24⅞″ | 19″ | 3¾″ | A | | | 7¾x19¾″ | 5 x19¾″ | SP |
| 2½ Ton | 49-50 | **R-397** | Cellular | 22¾″ | 20⅝″ | 3¼″ | A | | | | | |
| △B1B-B1C-½ Ton | 48-50 | **R-304** | Cellular | 22¾″ | 20⅝″ | 2¼″ | A | | | | | |
| △B1F-B1H-1½ Ton | 48-50 | **R-309** | Cellular | 22¾″ | 20⅝″ | 2¾″ | A | | | | | |
| △B1J-B1K-2 Ton | 48-49 | **R-306** | Cellular | 22¾″ | 20⅝″ | 3″ | A | | | | | |
| ¾ Ton | 49-50 | **R-361** | Cellular | 22¾″ | 20⅝″ | 2½″ | A | | | | | |
| 3 Ton | 49 | **R-388** | Fl. Tube | 22¾″ | 20″ | 3¾″ | A | | | 8 x21½″ | 5 x21½″ | SP |
| 3 Ton | Late 49-50 | **R-354** | Cellular | 22¾″ | 20⅝″ | 3½″ | A | | | | | |
| 4 Ton | 50 | **R-389** | Fl. Tube | 22⅞″ | 25″ | 3¾″ | A | | | 8¼x26″ | 5¾x26″ | SP |
| **Fairbanks Morse** | | | | | | | | | | | | |
| 503 Condenser | | **R-356** | I. R. | 15⅞″ | 17″ | 2 23/32″ | A | | | 3 9/16x17¾″ | 4½x20½″ | B&SP |
| 346 Condenser | | **R-357** | I. R. | 15⅞″ | 17″ | 1 13/16″ | A | | | 2 11/16x17¾″ | 3⅝x20¼″ | B&SP |
| 208 Condenser | | **R-358** | I. R. | 15¾″ | 15½″ | 1 13/16″ | A | | | 2¾x16½″ | 3⅝x18½″ | B&SP |
| **Fargo** | | | | | | | | | | | | |
| ½ Ton | 40-41 | **R-583** | Cellular | 25″ | 18⅞″ | 2¼″ | A | | | | | |
| △¾-1-1½ Ton | 40-41 | **R-694** | Cellular | 25 1/16″ | 18⅝″ | 3″ | A | | | | | |
| **Federal** | | | | | | | | | | | | |
| F7-3F6 | 29-30 | **R-562** | Fl. Tube | 20″ | 18″ | 2¾″ | A | | | 3 15/16″x19″ | 2¾x19″ | SF |
| A6 | 28-30 | **R-558** | Fl. Tube | 21″ | 18⅛″ | 2¾″ | A | | | 3 15/16x19″ | 2¾x19″ | SF |
| 4FW | 30 | **R-559** | Fl. Tube | 21″ | 19½″ | 2¾″ | M | | | 6⅛x19″ | 2¾x19″ | SF |
| 3C6-U6 | 28-31 | **R-560** | Fl. Tube | 25 3/16″ | 20¾″ | 3¼″ | A | | | 3⅞x21½″ | 3⅞x21½″ | SP |
| E4 | 33 | **R-596** | Fl. Tube | 22¼″ | 19⅞″ | 2¾″ | A | | | 9¼x20⅝″ | 5 x20⅝″ | SP |
| 15-18D-11 | 33-38 | **R-669** | Fl. Tube | 22¼″ | 19⅞″ | 2¼″ | A | | | 7¾x20 13/16″ | 5⅛x20 13/16″ | SP |
| 25D-29 | 35-42 | **R-742** | Fl. Tube | 22¼″ | 19⅞″ | 3¾″ | A | | | 8¼x22″ | 6 x22″ | SP |
| 40F-50F | | **R-804** | Fl. Tube | 25⅜″ | 19⅞″ | 3¾″ | A | | | 7¾x21″ | 4¾x21″ | SP |
| 14K-ED | 39-40 | **R-596** | Fl. Tube | 22¼″ | 19⅞″ | 2¾″ | A | | | 9¼x20⅝″ | 5 x20⅝″ | SP |
| 20, 15G | 33-40 | **R-670** | Fl. Tube | 22¼″ | 19⅞″ | 3″ | A | | | 7¾x20 13/16″ | 5⅛x20 13/16″ | SP |
| 15F | 39 | **R-920** | Fl. Tube | 22″ | 19⅝″ | 2¾″ | A | | | 8 x22″ | 8 x22″ | SP |
| 5 Ton | 42 | **R-921** | Fl. Tube | 29″ | 26½″ | 3¾″ | A | | | 6 x28″ | 6 x28″ | SP |
| **Fitzjohn** | | | | | | | | | | | | |
| Bus | | **R-989** | Fl. Tube | 28″ | 24″ | 3″ | A | | | 7 x26″ | 5½x26″ | SP |
| **Flexible Bus** | | | | | | | | | | | | |
| BR46 | | **R-334** | Fl. Tube | 22″ | 30″ | 3″ | A | | | 7¼x31″ | 4 x31″ | SP |
| **Ford-Model A** | | | | | | | | | | | | |
| | 28-29 | **R-23T** | Fl. Tube | 19 11/16″ | 18⅞″ | 2¼″ | A | | | | | SF |
| | 30-31 | **R-24T** | Fl. Tube | 22¼″ | 17⅞″ | 2¼″ | A | | | | | SF |
| **Ford 4 Cyl.** | | | | | | | | | | | | |
| △ | 41-42 | **R-859** | Fl. Tube | 17¼″ | 15¾″ | 2¼″ | A | | | 4½x16⅜″ | 2 11/16x16¼″ | SF |
| **Ford 6 Cyl.** | | | | | | | | | | | | |
| ½ Ton Pickup | 41 | **R-45** | Fl. Tube | 18 11/16″ | 18″ | 3″ | A | | | | | SF |
| △Pickup | 42-47 | **R-50A** | C. T. | 21⅝″ | 21″ | 2″ | A | | | | | SF |
| △Pickup | 42-47 | **R-50** | Fl. Tube | 21⅝″ | 21″ | 2¼″ | A | | | | | SF |
| △1½ Ton | 42-47 | **R-48A** | C. T. | 21⅝″ | 21″ | 2¾″ | A | | | | | SF |
| △1½ Ton | 42-47 | **R-48** | Fl. Tube | 21⅝″ | 21″ | 3″ | A | | | | | SF |
| △Comm. | 48-49 | **R-60A** | C. T. | 21⅝″ | 20 13/16″ | 2″ | A | | | Tanks Project in Rear | | SF |
| △Comm. | 48-49 | **R-60** | Fl. Tube | 21⅝″ | 21″ | 2¼″ | A | | | Tanks Project in Rear | | SF |
| F4-F6-95 H. P.—1 Ton | 48-50 | **R-86A** | C. T. | 21⅝″ | 21″ | 2¾″ | A | | | 11½″ Fins | | SF |
| △F4-F6-95 H. P.—1 Ton | 48-50 | **R-86** | Fl. Tube | 21⅝″ | 21″ | 3″ | A | | | 11 Fins | | SF |
| Rear Eng. Bus | 48-50 | **R-411** | Fl. Tube | 25″ | 22⅜″ | 3″ | A | | | | | SP |
| **Ford V8** | | | | | | | | | | | | |
| | 33-34 | **R-25A** | C. T. | 22¾″ | 17″ | 2¾″ | A | | | | | SF |
| | 33-34 | **R-25** | Fl. Tu. | 22¾″ | 17″ | 2¾″ | A | | | | | SF |
| | 35 | **R-28A** | C. T. | 22½″ | 19¾″ | 2¾″ | A | | | | | SF |
| | 35 | **R-28** | Fl. Tu. | 22½″ | 19¾″ | 3″ | A | | | | | SF |
| H. D. Double Pulley Type | 35 | **R-682** | Fl. Tu. | 22½″ | 19¾″ | 3″ | A | | | | | SF |
| H. D. Double Pulley Type | 36 | **R-683** | Fl. Tu. | 22½″ | 19¾″ | 3″ | A | | | | | SF |
| (85) Commercial | 36 | **R-33A** | C. T. | 22½″ | 19¾″ | 2¾″ | A | | | | | SF |
| △(85) Commercial | 36 | **R-33** | Fl. Tu. | 22½″ | 19¾″ | 3″ | A | | | | | SF |

△—*Popular items generally available for prompt shipment.*

**Don't risk ruining an expensive power plant with an inferior replacement radiator core. Play safe with McCord dependable cores.**

# McCord Replacement Radiator Cores

## SPECIFICATIONS OF TRUCK, TRACTOR AND BUS CORES

Type of Tank: B—Bolted Construction; SP—Plain Headers; SF—Flanged Headers

| Name and Model | Ton Capacity | Year | McCord No. | Type | Dimensions—Inches | | | Shape | R | S | Headsheets—Inches | | Type of Tk. and Hdr. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Height | Width | Depth | | | | Top | Bottom | |
| **Ford V8 (Continued)** | | | | | | | | | | | | | |
| 1½ Ton | | 36-39 | R-33A | C. T. | 22½″ | 19¾″ | 2¾″ | A | ...... | ...... | ...... | ...... | SF |
| △1½ Ton | | 36-39 | R-33 | Fl. Tu. | 22½″ | 19¾″ | 3″ | A | ...... | ...... | ...... | ...... | SF |
| (60-85-95) Commercial | | 37-39 | R-34A | C. T. | 22½″ | 19¾″ | 2″ | A | ...... | ...... | ...... | ...... | SF |
| (60-85-95) Commercial | | 37-39 | R-34 | Fl. Tu. | 22½″ | 19¾″ | 2¼″ | A | ...... | ...... | ...... | ...... | SF |
| (85) 1 Ton | | 38-39 | R-34A | C. T. | 22½″ | 19¾″ | 2″ | A | ...... | ...... | ...... | ...... | SF |
| (85) 1 Ton | | 38-39 | R-34 | Fl. Tu. | 22½″ | 19¾″ | 2¼″ | A | ...... | ...... | ...... | ...... | SF |
| △Commercial | | 40-41 | R-35A | C. T. | 19⅛″ | 21″ | 2¾″ | A | ...... | ...... | ...... | ...... | SF |
| △Commercial | | 40-41 | R-35 | Fl. Tu. | 19⅛″ | 21″ | 3″ | A | ...... | ...... | ...... | ...... | SF |
| (85-95) C. O. E. | | 40-41 | R-33A | C. T. | 22½″ | 19¾″ | 2¾″ | A | ...... | ...... | ...... | ...... | SF |
| △(85-95) C. O. E. | | 40-41 | R-33 | Fl. Tu. | 22½″ | 19¾″ | 3″ | A | ...... | ...... | ...... | ...... | SF |
| △(85-95) 1½ Ton Bus | | 40-41 | R-36A | C. T. | 22½″ | 21″ | 2¾″ | A | ...... | ...... | Split | Core | SF |
| (85-95) 1½ Ton Bus | | 40-41 | R-36 | Fl. Tu. | 22½″ | 21″ | 3″ | A | ...... | ...... | Split | Core | SF |
| (85-95) 1½ Ton Spec. H. D. | | 40-41 | R-49 | Fl. Tu. | 22½″ | 20⅝″ | 3″ | A | ...... | ...... | Solid | Core | SF |
| (60-85) ¾-1 Ton | | 40-41 | R-37A | C. T. | 22½″ | 21″ | 2″ | A | ...... | ...... | Split | Core | SF |
| (60-85) ¾-1 Ton | | 40-41 | R-37 | Fl. Tu. | 22½″ | 21″ | 2¼″ | A | ...... | ...... | Split | Core | SF |
| H. D. | | 40-41 | R-47 | Fl. Tu. | 26½″ | 21″ | 3″ | A | ...... | ...... | ...... | ...... | SF |
| △Rear Eng. Bus | | 41-47 | R-807 | Fl. Tu. | 25″ | 22⅜″ | 3¾″ | A | ...... | ...... | ...... | ...... | SF |
| △Comm., ¾-1 Ton | | 42-47 | R-50A | C. T. | 21⅝″ | 21″ | 2″ | A | ...... | ...... | Tanks Proje | ct in Front | SF |
| △Comm., ¾-1 Ton | | 42-47 | R-50 | Fl. Tu. | 21⅝″ | 21″ | 2¼″ | A | ...... | ...... | Tanks Proje | ct in Front | SF |
| △(90-100) 1½ Ton | | 42-47 | R-48A | C. T. | 21⅝″ | 21″ | 2¾″ | A | ...... | ...... | ...... | ...... | SF |
| △(90-100) 1½ Ton | | 42-47 | R-48 | Fl. Tu. | 21⅝″ | 21″ | 3″ | A | ...... | ...... | ...... | ...... | SF |
| △(95) ½-¾ Ton | | 48-49 | R-60A | C. T. | 21⅝″ | 21″ | 2″ | A | ...... | ...... | ...... | ...... | SF |
| △(95) ½-¾ Ton | | 48-49 | R-60 | Fl. Tu. | 21⅝″ | 21″ | 2¼″ | A | ...... | ...... | Tanks Proje | ct in Rear | SF |
| (100) 1-1½-2 Ton— F4-F6 | | 48-50 | R-86A | C. T. | 21⅝″ | 21″ | 2¾″ | A | ...... | ...... | 11½ | Fins | SF |
| △(100) 1-1½-2 Ton— F4-F6 | | 48-50 | R-86 | Fl. Tu. | 21⅝″ | 21″ | 3″ | A | ...... | ...... | 11 | Fins | SF |
| △(145) 2½-3 Ton— F7-F8 | | 48-50 | R-85 | Fl. Tu. | 23¾″ | 22½″ | 3″ | A | ...... | ...... | ...... | ...... | SF |
| △F7-F8 | | 51 | R-92 | Fl. Tu. | 23¾″ | 22½″ | 3″ | A | Same | as R85 | except wide | top Hdr. | SF |
| **Fordson** | | | | | | | | | | | | | |
| | | 17-39 | R-460 | I. R. | 19⅞″ | 17½″ | 2 23/32″ | A | ...... | ...... | 5¾x20⅜″ | 5¾x20⅜″ | B |
| | | 30-38 | R-571 | I. R. | 19⅞″ | 17½″ | 3⅝″ | A | ...... | ...... | 5¾x20⅜″ | 5¾x20⅜″ | B |
| △Ford-Ferguson | | 39-46 | R-859 | Fl. Tube | 17¼″ | 15¾″ | 2¼″ | A | Hdrs. Size | notfull ...... | 4½x16⅜″ | 2 11/16x16¼″ | SF |
| △Ford-Ferguson | | 46 Early 47 | R-312 | Fl. Tube | 17¼″ | 15¾″ | 2¼″ | A | ...... | ...... | Irregular | Headsheet | SF |
| △Ford | | Late 47-50 | R-312 | Fl. Tube | 17¼″ | 15¾″ | 2¼″ | A | ...... | ...... | Irregular | Headsheet | SF |
| **G. M. C.** | | | | | | | | | | | | | |
| F-30-42-44-T45 | | 30-33 | R-563 | Fl. Tube | 24 13/32″ | 19½″ | 3″ | A | ...... | ...... | 3 11/16x20″ | 3 11/16x20″ | SF |
| T18, T23 | | 33-34 | R-593 | Cellular | 20 15/16″ | 19 13/32″ | 2″ | A | ...... | ...... | ...... | ...... | |
| T33, T43 | | 33 | R-594 | Fl. Tube | 23 27/32″ | 19½″ | 3″ | A | ...... | ...... | ...... | ...... | SP |
| T60, T61 | | 33 | R-595 | Fl. Tube | 25⅝″ | 21″ | 3¾″ | A | ...... | ...... | 4¼x21″ | 4¼x21″ | SF |
| T46 | | 35 | R-784 | Fl. Tube | 26 1/16″ | 19½″ | 3″ | A | ...... | ...... | 5¼x20¾″ | 5¼x20¾″ | SP |
| T18-T23 | | 35-36 | R-688 | Fl. Tube | 24 13/16″ | 19½″ | 2¼″ | A | ...... | ...... | 4x21″ | 4x21″ | SP |
| T14-T16 | | 34-36 | R-589 | K. Cell. | 23½″ | 16 7/16″ | 2⅛″ | A | ...... | ...... | ...... | ...... | |
| T33 | | 34-35-36 | R-705 | Fl. Tube | 24 13/16″ | 19½″ | 3″ | A | ...... | ...... | 4¼x20¼″ | 4¼x20¼″ | SP |
| T48 | | 36 | R-572 | Fl. Tube | 26⅛″ | 23″ | 3¾″ | A | ...... | ...... | 9 x22½″ | 4¼x23″ | SF |
| T46 | | 36 | R-785 | Fl. Tube | 27″ | 21″ | 3″ | A | ...... | ...... | 6½x25″ | 6½x25″ | SP |
| T14 ½-1¼ Ton | | 37-38 | R-1523 | K. Cell. | 21⅝″ | 18″ | 2⅛″ | A | ...... | ...... | ...... | ...... | |
| T46 | | 37 | R-797 | Fl. Tube | 26⅜″ | 21″ | 3″ | A | ...... | ...... | 5 x22″ | 5 x22″ | SP |
| T61 | | 37 | R-771 | Fl. Tube | 26 7/16″ | 21⅜″ | 3¾″ | A | ...... | ...... | 5¾x24″ | 5¾x24″ | SP |
| F16-F16H-T16 | | 37-38 | R-698 | K. Cell. | 21¾″ | 18″ | 2½″ | A | ...... | ...... | ...... | ...... | |
| F16-F16H-T16-H Duty | | 37-38 | R-1526 | Cellular | 21⅝″ | 18″ | 3″ | A | ...... | ...... | ...... | ...... | |
| T18-T18H-T18HA | | 37-38 | R-723 | Fl. Tube | 24⅜″ | 19½″ | 2¼″ | A | ...... | ...... | 3¾x21″ | 3¾x21″ | SP |
| T33 | | 37-38 | R-752 | Fl. Tube | 24⅜″ | 19½″ | 3″ | A | ...... | ...... | 4¼x20½″ | 4¼x20½″ | SP |
| 733 | | 37-39 | R-662 | K. Cell. | 23½″ | 16 7/16″ | 3″ | A | ...... | ...... | ...... | ...... | |
| △AC100-CC100 | | 39-46 | R-802 | K. Cell. | 22½″ | 18″ | 2″ | A | ...... | ...... | ...... | ...... | |
| AC150-250-CC150-250 Cab-O-Eng | | 39-48 | R-1620 | K. Cell. | 22½″ | 18″ | 2½″ | A | ...... | ...... | ...... | ...... | |
| △AC300-350-HD, AF300-CabOEng CC-300-305. | | 39-46 | R-1522 | K. Cell. | 22½″ | 18″ | 3″ | A | ...... | ...... | ...... | ...... | |
| 1204 Coach-TG-2701 Coach TD 2401 Diesel Coach. | | 39-46 | R-1602 | K. Cell. | 23¼″ | 19 11/16″ | 2½″ | A | ...... | ...... | ...... | ...... | |

△—Popular items generally available for prompt shipment.

**McCord's reputation is your protection and your customer's assurance of a satisfactory radiator, that will cool without risk of ruining an expensive motor.**

# McCord Replacement Radiator Cores

## SPECIFICATIONS OF TRUCK, TRACTOR AND BUS CORES

Type of Tank: B—Bolted Construction; SP—Plain Headers; SF—Flanged Headers

| Name and Model Ton Capacity | Year | McCord No. | Type | Dimensions—Inches | | | Shape | R | S | Headsheets—Inches | | Type of Tk. and Hdr. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Height | Width | Depth | | | | Top | Bottom | |
| **G. M. C. (Continued)** | | | | | | | | | | | | |
| AC-AF-400-450 | 39-41 | R-895 | Fl. Tube | 22½″ | 18″ | 3″ | A | | | 5 x20″ | 5 x20″ | SP |
| AC-AF-500-550-600-650 | 39-40 | R-752 | Fl. Tube | 24⅜″ | 19½″ | 3″ | A | | | 4¼x20½″ | 4¼x20½″ | SP |
| AC-AF-800-850 AD 702-703 | 39-40 | R-851 | Fl. Tube | 26½″ | 21″ | 3¾″ | A | 9 fins per inch | | 5 x24″ | 5 x24″ | SP |
| CCKWX-353 Army | 41-42 | R-829 | Fl. Tube | 20⅜″ | 21″ | 3¾″ | A | | | 4⅞x21″ | 4 x21″ | SF |
| △FC100-150-250 ½ Ton Pickup | 47-51 | R-995 | K. Cell. | 20 11/16″ | 19 11/16″ | 2″ | A | | | | | |
| △FC150-250 (H. Duty) | 47-51 | R-996 | K. Cell. | 20 11/16″ | 19 11/16″ | 3″ | A | | | | | |
| △FC280-300-350, FCS300 | 47-51 | R-996 | K. Cell. | 20 11/16″ | 19 11/16″ | 3″ | A | | | | | |
| FC400-450-470, FCS370-450 | 47-49 | R-997 | Fl. Tube | 20 9/16″ | 19 11/16″ | 3″ | A | | | 5⅞x20 11/16″ | 5 x20 11/16″ | SP |
| 400-450 | | R-979 | Fl. Tube | 24½″ | 18″ | 3″ | A | | | 9 x19″ | 4⅜x19″ | SP |
| 6310 Diesel | 47 | R-972 | Fl. Tube | 28⅝″ | 26″ | 3″ | A | | | 3 13/16x26 9/16″ | 3 13/16x26 9/16″ | SF |
| | | R-975 | Fl. Tube | 23″ | 19½″ | 3¾″ | A | | | (2 Cores Used Per Job) | | SP |
| | | R-978 | Fl. Tube | 29¼″ | 25⅝″ | 3¾″ | A | | | 5¼x26⅞″ | 5¼x26⅞″ | SP |
| ACR | 47 | R-980 | Fl. Tube | 24⅛″ | 19⅜″ | 3″ | A | | | 4⅝x20½″ | 4⅝x20½″ | SP |
| PD-PG | | R-981 | Fl. Tube | 22¼″ | 31″ | 3¾″ | A | | | 5½x32″ | 5½x32″ | SP |
| PG-PD-33 | | R-984 | Fl. Tube | 24″ | 29½″ | 3¾″ | A | | | 5¼x30¾″ | 5¼x30¾″ | SP |
| | | R-985 | Fl. Tube | 22″ | 31″ | 3¾″ | A | | | 5¼x32¼″ | 5¼x32¼″ | SP |
| | | R-993 | Fl. Tube | 29″ | 21″ | 3¾″ | A | | | 10¼x22½″ | 6x22½″ | SP |
| AC-DR | 48 | R-320 | Fl. Tube | 26⅜″ | 21″ | 3¾″ | A | 11 fin per inch | | 5⅛x22¼″ | 5⅛x22¼″ | SP |
| HC-HF-HDC-HDF 620-700-720-750-800-850 | 49-50 | R-409 | Fl. Tube | 23″ | 23⅝″ | 3¾″ | A | | | 5½x24⅝″ | 5½x24⅝″ | SP |
| HC-HF 520-600-650 | 49-50 | R-410 | Fl. Tube | 23″ | 23⅝″ | 3″ | A | | | 5⅝x24¾″ | 5⅝x24¾″ | SP |
| **Graham Bradley Tractor** | | R-962 | Fl. Tube | 17¾″ | 16½″ | 3″ | A | | | 8 x17½″ | 4½x17½″ | SP |
| **Greyhound Bus** | | | | | | | | | | | | |
| 719 | | R-813 | Fl. Tube | 28 7/16″ | 35″ | 3¾″ | A | Spec. | | | | SP |
| 743 | | R-814 | Fl. Tube | 28⅜″ | 33⅛″ | 3¾″ | A | Spec. | | | | SP |
| | | R-975 | Fl. Tube | 23″ | 19½″ | 3¾″ | A | | | (2 Cores Used Per Bus) | | SP |
| | | R-984 | Fl. Tube | 24″ | 29½″ | 3¾″ | A | | | 5¼x30¾″ | 5¼x30¾″ | SP |
| **Hart-Parr—See Oliver Hart Parr** | | | | | | | | | | | | |
| **Hercules Power Unit** | | | | | | | | | | | | |
| WX-PU | | R-352 | Fl. Tube | 23¾″ | 19″ | 3″ | A | | | 9½x20″ | 5½x20″ | SP |
| | | R-343 | Cellular | 20¼″ | 17¾″ | 2¾″ | A | | | | | |
| IX-P3U | | R-353 | Fl. Tube | 17¼″ | 14¾″ | 3″ | A | | | 8⅝x16″ | 4 x16″ | SP |
| **Huber Tractor** | | | | | | | | | | | | |
| | | R-371 | Fl. Tube | 17⅜″ | 20″ | 3″ | A | | | 6 x21″ | 4½x21″ | SP |
| **International** | | | | | | | | | | | | |
| Combine (No. 8) | 27-31 | R-525 | Fl. Tube | 22″ | 20″ | 2¾″ | A | | | 9 9/32x22⅛″ | 3 21/32x22⅛″ | SF |
| Combine (No. 11) | 27-31 | R-526 | I. R. | 24″ | 24″ | 2 23/32″ | A | | | 9¼x26¼″ | 3⅝x26¼″ | SF |
| 15/30, I-30 | Late 28-37 | R-680 | I. R. | 23⅜″ | 20½″ | 2 23/32″ | A | | | 6 1/16x24″ | 6 1/16x24″ | B |
| △10/20 | | R-578 | I. R. | 20⅜″ | 19½″ | 2 23/32″ | A | | | 5 3/16x22″ | 5 3/16x22″ | B |
| 15/30 | 21-28 | R-584 | I. R. | 23½″ | 20½″ | 2 23/32″ | A | | | 5½x24 1/16″ | 5½x24 1/16″ | B |
| HS-74 | 30-31 | R-748 | Fl. Tube | 24⅛″ | 25″ | 3″ | A | | | 6¾x27¼″ | 6¾x27¼″ | B |
| A1-A2-B2-M2 | 31-35 | R-706 | Fl. Tube | 21 3/16″ | 18 13/16″ | 2¼″ | A | | | 9⅛x19¼″ | 4¼x19¾″ | SP |
| Farm All, F30 | 31-36 | R-810 | I. R. | 22⅜″ | 19″ | 2 23/32″ | A | | | 5¼x22″ | 5¼x22″ | B |
| AL3, ALF3 | 32 | R-625 | Fl. Tube | 21¾″ | 18 13/16″ | 2¼″ | A | | | 7¾x19¾″ | 3⅝x19¾″ | SP |
| W1, W2 | 32 | R-650 | Fl. Tube | 23⅜″ | 22⅜″ | 3″ | A | | | 6½x24¾″ | 6½x25¼″ | B |
| A26-1½ Ton | 33 | R-676 | Fl. Tube | 21″ | 19’ | 2¼″ | A | | | 7½x22″ | 5 x22″ | SP |
| AL3, ALF3, B3, B4 | 32-33 | R-626 | Fl. Tube | 21¼″ | 18 13/16″ | 2¼″ | A | | | 7¾x19¾″ | 3⅝x19¾″ | SP |
| A4, A5, A6 | | R-627 | Fl. Tube | 22 7/16″ | 20⅛″ | 2¼″ | A | | | 8½x21¼″ | 4¼x21¼″ | SP |
| Farm All I12-F12-P12-O12-W12 | 32-36 | R-815 | I. R. | 19″ | 15″ | 1 13/16″ | A | | | 5⅝x17″ | 5⅝x17″ | B |
| C1, C35, C15, C30 | 34-35-36 | R-648 | Fl. Tube | 24″ | 18 13/16″ | 2¼″ | A | | | 7¾x19 9/16″ | 3 x19 9/16″ | SP |
| W30 | 36 | R-699 | Fl. Tube | 22¾″ | 21″ | 3″ | A | | | 7 x26″ | 7 x26″ | B |
| C40 | 35-36 | R-700 | Fl. Tube | 24″ | 18⅞″ | 2¼″ | A | | | 7⅝x19⅞″ | 3 3/32x19⅞″ | SP |
| C50 | 35-36 | R-701 | Fl. Tube | 24″ | 21⅞″ | 2¼″ | A | | | 8 x22⅞″ | 3 9/16x22⅞″ | SP |
| C60 | 35-36 | R-735 | Fl. Tube | 24″ | 21⅞″ | 3″ | A | | | 8 x23″ | 4¼x23″ | SP |
| C-300 | 36-37 | R-762 | Fl. Tube | 22″ | 24″ | 2¼″ | A | | | 4 x25″ | 3½x25″ | SP |
| D30-D35—½-¾-1½ | 37-38 | R-708 | Fl. Tube | 24″ | 18⅝″ | 2¼″ | A | | | 7½x19½″ | 3 x19½″ | SP |
| D2-D5-D15—½ | 37 | R-709 | Fl. Tube | 22½″ | 18⅝″ | 2¼″ | A | | | 8¼x19⅝″ | 3¼x19⅝″ | SP |

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**McCord replacement cores are backed by over forty-two years manufacturing experience and engineering development and research. Each core is engineered to the job.**

# McCord Replacement Radiator Cores

## SPECIFICATIONS OF TRUCK, TRACTOR AND BUS CORES

Type of Tank: B—Bolted Construction; SP—Plain Headers; SF—Flanged Headers

| Name and Model Ton Capacity | Year | McCord No. | Type | Dimensions—Inches | | | Shape | R | S | Headsheets—Inches | | Type of Tk. and Hdr. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Height | Width | Depth | | | | Top | Bottom | |
| **International (Continued)** | | | | | | | | | | | | |
| D40 | 37-38 | R-729 | Fl. Tube | 22½" | 24" | 2¼" | A | | | 6¾x25" | 3 x25" | SF |
| DR-60 | 38 | R-763 | Fl. Tube | 25¾" | 24" | 2¼" | A | | | 8 x25" | 4 x25" | SP |
| D50-700-C.O.E. | 38-39 | R-989 | Fl. Tube | 28" | 24" | 3" | A | | | 7 x26" | 5½x26" | SP |
| △L170-173-174-180-183-K6-KS7-KB6 | 41-49 | R-825 | Fl. Tube | 20½" | 24" | 2¼" | A | 142 Tubes | | 3 x24" | 3 x24" | SP |
| △K1, K2, Pickup, KB3 | 41-47 | R-857 | Fl. Tube | 18¼" | 19¾" | 2¼" | A | | | 3⅞x20⅜" | 3 x20⅜" | SP |
| K7, C. O. E. | 42-47 | R-892 | Fl. Tube | 23" | 24" | 2¼" | A | | | 6 x25" | 6 x25" | SP |
| △K6-K7-K8-K10-L175-L185-H.D. Models L170-173-174-180-183-184-L170-LC180 | 41-49 | R-968 | Fl. Tube | 20½" | 24" | 3" | A | | | 3 21/32x24⅝" | 3 21/32x24⅝" | SP |
| △K3, K4, K5 | 41-47 | R-893 | Fl. Tube | 18¼" | 19¾" | 3" | A | | | 4¼x20¾" | 4¼x20¾" | SP |
| K5 C. O. E. | 41-47 | R-898 | Fl. Tube | 21¾" | 24" | 2¼" | A | | | 6 x25" | 6 x25" | SP |
| △K8, KS10, KR11—L190-193-194-195-200-204-205-210-LF190-LF210 | 41-50 | R-899 | Fl. Tube | 24⅞" | 24" | 3" | A | | | 5¼x25¾" | 5¼x25¾" | SP |
| TD18, UD18 | | R-375 | I. R. | 25⅞" | 31" | 2 23/32" | A | | | 6¾x34" | 6¾x34" | B |
| TD9, UD9 | | R-359 | I. R. | 23⅝" | 22½" | 2 23/32" | A | ⅛" Bot. Hdr. | | 5½x25¾" | 5½x25¾" | B |
| U4 | | R-317 | Fl. Tube | 18" | 16¼" | 2¼" | A | | | 8½x18½" | 5 x18½" | SP |
| U2 | | R-318 | Fl. Tube | 16½" | 16¼" | 2¼" | A | | | 8¼x18" | 4 x18" | SP |
| WD9 | 47 | R-325 | Fl. Tube | 24 3/16" | 24" | 3" | A | | | 12 x25" | 6 x26" | SP |
| 11-C.O.E., Army F1 | | R-336 | Fl. Tube | 28" | 25⅝" | 3" | A | | | 9 x27" | 4 x27" | SP |
| L170-L173-L180-LF170-LC180 | 49-50 | R-344 | Fl. Tube | 20½" | 24" | 2¼" | A | 171 Tubes | | 3 x24" | 3 x24" | SF |
| K8, K11 Std. | | R-346 | Fl. Tube | 24⅞" | 24" | 2¼" | A | | | 3 x24" | 3 x24" | SF |
| Farmall | | R-362 | Fl. Tube | 22⅝" | 18⅜" | 3" | A | | | 8 19/32x19 21/32" | 4⅛x19 21/32" | SF |
| Std. & H.D. L110-120-130-131-132-150-153-162 | 50 | R-394 | Fl. Tube | 18" | 22⅜" | 2¼" | A | | | 3¼x23½" | 2⅜x23½" | SF |
| Std. & H.D. L160-163-164-165-LB140 | 50 | R-395 | Fl. Tube | 18" | 22⅜" | 3" | A | | | 3¼x23½" | 3⅛x23½" | SF |
| **John Deere** Tractor (See Deere Listing) | | | | | | | | | | | | |
| **Kenworth Truck** | | | | | | | | | | | | |
| | | R-372 | I. R. | 29" | 28½" | 3⅝" | A | | | 8⅝x29 11/16" | 5⅞x29 11/16" | SP |
| | | R-373 | I. R. | 29" | 28½" | 4 17/32" | A | | | 8⅝x29 11/16" | 5⅞x29 11/16" | SP |
| | | R-374 | I. R. | 36" | 28½" | 4 17/32" | A | | | 8⅝x29 11/16" | 5⅞x29 11/16" | SP |
| **Koering Gas Shovel** | | | | | | | | | | | | |
| | | R-961 | I. R. | 28" | 29½" | 2 23/32" | A | | | 6½x33" | 6½x33" | B |
| **Kohler Lighting System** | | | | | | | | | | | | |
| K-577-1 | | R-398 | Cellular | 12 15/16" | 11¾" | 2" | | | | | | |
| 10KW | 36-37 | R-399 | Cellular | 17¼" | 17¼" | 3" | | | | | | |
| **Le Roi** | | | | | | | | | | | | |
| Sectional | | R-313 | Fl. Tube | 55⅜" | 5⅝" | 4⅝" | | | | 6 x6" | 6 x6" | SF |
| Sectional | | R-314 | Fl. Tube | 55⅝" | 5 11/16" | 3¾" | | | | 4 x6" | 4 x6" | SF |
| **Lincoln Welder** | | | | | | | | | | | | |
| | | R-404 | Fl. Tube | 19⅝" | 20" | 2¼" | A | | | 6 x23" | 4½x23" | SP |
| **Lorain Shovel** | | | | | | | | | | | | |
| 30, L30 | | R-376 | Fl. Tube | 23½" | 22" | 2¼" | A | | | 4 x23½" | 4 x23½" | SP |
| **Mack** | | | | | | | | | | | | |
| AB—1½-2 | 19-28 | R-366 | I. R. | 23" | 25" | 2 23/32" | A | | | 6⅜x27¾" | 6⅜x27¾" | B |
| BC Bus | 31 | R-821 | Fl. Tube | 30⅜" | 21½" | 3¾" | A | | | 6 7/16x24¼" | 6 7/16x24¼" | B |
| BG | 32 | R-858 | I. R. | 27¾" | 20½" | 2 23/32" | A | ⅛" Bot. Hdr. | | 5⅞x24" | 5⅞x22⅛" | B |
| BF-BM | 32 | R-846 | I. R. | 30⅜" | 23" | 2 23/32" | A | Crank | Hole | 6⅛x26¼" | 6⅛x25" | B |
| CQ | 34 | R-664 | I. R. | 33¼" | 27½" | 3⅝" | A | | | 5¼x28¾" | 5¼x28¾" | SP |
| BK | 33-34 | R-666 | I. R. | 30⅛" | 26½" | 3⅝" | A | ⅛" Bot. Hdr. | | 6¾x30⅜" | 6¾x29" | B |
| EH-EHA-EMA-MEA, C. O. E. | 36-39 | R-853 | Fl. Tube | 28½" | 21" | 3" | A | | | 8¾x22" | 4¾x22" | SP |
| 4 Cyl.-½-¾ | 37-38 | R-766 | Cellular | 20¼" | 17⅛" | 2" | A | | | | | |
| 6 Cyl., ½-¾ Ton | 37-38 | R-767 | Cellular | 20¼" | 17⅛" | 2¼" | A | | | | | |

△—Popular items generally available for prompt shipment.

**McCord's reputation is your protection and your customer's assurance of a satisfactory radiator, that will cool without risk of ruining an expensive motor.**

# McCord Replacement Radiator Cores

## SPECIFICATIONS OF TRUCK, TRACTOR AND BUS CORES

Type of Tank: B—Bolted Construction; SP—Plain Headers; SF—Flanged Headers

| Name and Model | Ton Capacity | Year | McCord No. | Type | Dimensions—Inches | | | Shape | R | S | Headsheets—Inches | | Type of Tk. and Hdr. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Height | Width | Depth | | | | Top | Bottom | |
| **Mack** (Continued) | | | | | | | | | | | | | |
| EJ | | 37-38 | R-768 | Fl. Tube | 25½″ | 19⅛″ | 2¾″ | A | | | 8⅞x21¼″ | 5¾x21¼″ | SP |
| EJA | | 37-38 | R-769 | Fl. Tube | 27″ | 20 13/16″ | 2¾″ | A | | | 10 x23″ | 5⅞x23″ | SP |
| EJA-MFA | | 37-40 | R-927 | Fl. Tube | 25½″ | 19″ | 3″ | A | | | 8⅞x21¼″ | 5¾x21¼″ | SP |
| E6 | | 40 | R-345 | Fl. Tube | 25½″ | 18⅜″ | 2¼″ | A | | | 7¼x19½″ | 3 x19½″ | SP |
| MF-EHA-MFA EM-C. O. E. | | 39-41 | R-926 | Fl. Tube | 28½″ | 20⅞″ | 2¼″ | A | | | 9 x21⅛″ | 4 x21⅛″ | SP |
| MFA-ED-EE EF-EG | | 39-41 | R-928 | Fl. Tube | 25½″ | 19″ | 2¼″ | A | | | 8⅞x21¼″ | 5¾x21¼″ | SP |
| MFAC-LTS | | 41 | R-841 | Fl. Tube | 30¾″ | 25⅞″ | 3″ | A | | | 6⅞x26¾″ | 4½x26¾″ | SP |
| | | 42-47 | R-319 | Fl. Tube | 27″ | 21″ | 3″ | A | | | 9¼x22 3/16″ | 5 x22 3/16″ | SP |
| Bus | | 42 | R-327 | Fl. Tube | 36″ | 21″ | 3″ | A | | | 9 x22″ | 5 x22″ | SP |
| LJT | | 43 | R-347 | Fl. Tube | 28¼″ | 25⅝″ | 3″ | A | | | 7 x27″ | 4⅞x27″ | SP |
| LFT | | 42-43 | R-964 | Fl. Tube | 28⅜″ | 25⅞″ | 2¼″ | A | | | 7 x27″ | 7 x27″ | SP |
| Bus | | | R-971 | Fl. Tube | 28″ | 35″ | 3″ | A | | | 4⅞x36⅛″ | 4⅞x36⅛″ | SP |
| Bus C41 | | 48-49 | R-390 | Fl. Tube | 30½″ | 30½″ | 3¾″ | A | | | 5½x32″ | 5½x32″ | SP |
| LJ Diesel | | | R-405 | Fl. Tube | 28¼″ | 25⅝″ | 3¾″ | A | | | 7 x27″ | 5½x27″ | SP |
| **Mack Junior** | | | | | | | | | | | | | |
| 4 & 6 Cyl. | | 37-38 | R-695 | K. Cell. | 20¼″ | 17⅛″ | 2⅛″ | A | | | | | |
| | | 37-38 | R-583 | Cellular | 25″ | 18⅞″ | 2¼″ | A | | | | | |
| **Massey-Harris** | | | | | | | | | | | | | |
| Junior | | | R-970 | Fl. Tube | 17½″ | 15⅝″ | 2¼″ | A | | | 6⅞x16¾″ | 3⅜x16¾″ | SP |
| 101SR | | | R-342 | Fl. Tube | 18¾″ | 18″ | 3″ | A | | | 7¾x19½″ | 4¼x19½″ | SP |
| Pacemaker | | | R-351 | Fl. Tube | 20¾″ | 15″ | 2¼″ | A | | | 8 x16¾″ | 4 x16¾″ | SP |
| **McCormick-Deering** | | | | | | | | | | | | | |
| 15/30 | | 21-28 | R-584 | I. R. | 23½″ | 20½″ | 2 23/32″ | | | | 5½x24 1/16″ | 5½x24 1/16″ | B |
| 15/30, P300-W30-WI30-16-35, 22-36 | | Late 28-37 | R-680 | I. R. | 23⅜″ | 20½″ | 2 23/32″ | | | | 6 1/16x24″ | 6 1/16x24″ | B |
| △10/20-Farm-All—F20-P20-T20 | | 21-37 | R-578 | I. R. | 20⅜″ | 19¾″ | 2 23/32″ | | | | 5 3/16x22″ | 5 3/16x22″ | B |
| Combine No. 8 | | | R-525 | Fl. Tube | 22″ | 20″ | 2¾″ | | | | 9 9/32x22⅛″ | 3 21/32x22⅛″ | SF |
| Combine No. 11 | | | R-526 | I. R. | 24″ | 24″ | 2 23″/32 | | | | 9¼x26¼″ | 3⅝x26¼″ | SF |
| W30 | | 36 | R-699 | Fl. Tube | 22¾″ | 21″ | 3″ | | | | 7 x26″ | 7 x26″ | B |
| TD40-ID40-WD40 | | | R-795 | I. R. | 24¾″ | 24″ | 2 23/32″ | A | | | 6 3/16x26⅞″ | 6 3/16x26⅞″ | B |
| F30 | | 31-36 | R-810 | I. R. | 22⅜″ | 19″ | 2 23/32″ | A | | | 5¼x22″ | 5¼x22″ | B |
| F12-I12-P12-O12-W12 | | 32-36 | R-815 | I. R. | 19″ | 15″ | 1 13/16″ | A | | | 5⅝x17½″ | 5⅝x17½″ | B |
| T-D14 | | | R-925 | I. R. | 24½″ | 28½″ | 2 23/32″ | A | | | 5½x32″ | 5½x32″ | B |
| B | | 39 | R-923 | Fl. Tube | 16 7/16″ | 16⅜″ | 2¼″ | A | | | 5¼x18″ | 3¾x18″ | SP |
| H | | 40 | R-966 | Fl. Tube | 18″ | 16½″ | 3″ | A | | | 8½x18¾″ | 5¼x18¾″ | SP |
| Farm-All M | | | R-987 | Fl. Tube | 22⅝″ | 18⅜″ | 2¼″ | A | | | 9⅜x20½″ | 4¾x20 9/32″ | SP |
| Farm—All C | | | R-401 | Fl. Tube | 16¼″ | 16¼″ | 3″ | A | | | 7⅝x17¼″ | 4⅛x17¼″ | SP |
| U4 | | | R-317 | Fl. Tube | 18″ | 16¼″ | 2¼″ | A | | | 8½x18½″ | 5 x18½″ | SP |
| U2 | | | R-318 | Fl. Tube | 16½″ | 16¼″ | 2¼″ | A | | | 8¼x18″ | 4 x18″ | SP |
| WD9 | | 47 | R-325 | Fl. Tube | 24 3/16″ | 24″ | 3″ | A | | | 12 x25″ | 6 x26″ | SP |
| TD9, UD9 | | | R-359 | I. R. | 23⅝″ | 22½″ | 2 23/32″ | A | ⅛″ Bot. Hdr. | | 5½x25¾″ | 5½x25¾″ | B |
| Farmall | | | R-362 | Fl. Tube | 22⅝″ | 18⅜″ | 3″ | A | | | 8 19/32x19 21/32″ | 4⅛x19 21/32″ | SF |
| TD18, UD18 | | | R-375 | I. R. | 25⅞″ | 31″ | 2 23/32″ | A | | | 6¾x34″ | 6¾x34″ | B |
| **MINNEAPOLIS-MOLINE** | | | | | | | | | | | | | |
| Z | | | R-370 | Fl. Tube | 18¼″ | 15½″ | 3″ | A | | | 6¾x16¾″ | 4¼x16¾″ | SP |
| U | | 46 | R-367 | Fl. Tube | 19¼″ | 18″ | 2¼″ | A | | | 7⅛x18⅞″ | 3⅞x18⅞″ | SP |
| K—All Models | | | R-363 | I. R. | 20 11/16″ | 16½″ | 3⅝″ | A | | | 6x18⅞″ | 6x19⅞″ | B |
| F—All Models | | | R-364 | I. R. | 25 7/16″ | 20″ | 2 23/32″ | A | | | 6⅜x22½″ | 6⅜x24½″ | B |
| JTU | | | R-365 | Fl. Tube | 16⅜″ | 16¼″ | 3″ | A | | | 9 x18″ | 4 x18″ | SP |
| **Montgomery-Ward Tractor** | | | R-310 | Fl. Tube | 14½″ | 15¾″ | 2¼″ | A | | | 7½x16¾″ | 3½x16¾″ | SP |
| **Oliver Hart Parr** | | | | | | | | | | | | | |
| 18, 16-30, 18-36 | | 22-29 | R-747 | I. R. | 21″ | 21½″ | 1 13/16″ | A | | | 8½x24½″ | 8½x24½″ | B |
| A28-44 | | 30-31 | R-778 | I. R. | 23 15/16″ | 21½″ | 1 13/16″ | A | | | 6 x24½″ | 6 x24½″ | B |
| 70 | | | R-896 | Fl. Tube | 17½″ | 16⅜″ | 2¾″ | A | | | 7¾x17⅝″ | 4⅝x17⅝″ | SP |
| Combine 12 | | | R-922 | Fl. Tube | 20″ | 21″ | 2¼″ | A | | | 6½x22¾″ | 4¼x22¾″ | SP |
| 70 | | Late 40-41 | R-307 | Fl. Tube | 17⅝″ | 16¼″ | 2¼″ | A | | | 7¾x17⅝″ | 4 x17⅝″ | SP |
| 80 | | | R-311 | I. R. | 19¾″ | 17½″ | 2 23/32″ | A | | | 6 x20½″ | 6 x20½″ | B |
| HG | | | R-333 | Fl. Tube | 14 9/16″ | 15¾″ | 2¼″ | A | | | 6¾x16¾″ | 3 7/16x16 9/16″ | SP |

△—Popular items generally available for prompt shipment.

**Don't risk ruining an expensive power plant with an inferior replacement radiator core. Play safe with McCord dependable cores.**

# McCord Replacement Radiator Cores

## SPECIFICATIONS OF TRUCK, TRACTOR AND BUS CORES

Type of Tank: B—Bolted Construction; SP—Plain Headers; SF—Flanged Headers

| Name and Model Ton Capacity | Year | McCord No. | Type | Dimensions—Inches | | | Shape | R | S | Headsheets—Inches | | Type of Tk. and Hdr. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Height | Width | Depth | | | | Top | Bottom | |
| **Peterbilt**—HB-NHB | | R-386 | I. R. | 36 7/16" | 24 1/2" | 4 17/32" | A | ...... | ...... | 9 9/16x36 3/8" | 7 x26 5/8" | B |
| HB-NHB | | R-387 | I. R. | 36 7/16" | 24 1/2" | 4 17/32" | A | Rounded Hdrs. | | 9 7/8x36" | 7 x26 5/8" | B |
| Hall Scott | | R-385 | I. R. | 37 1/2" | 28" | 4 17/32" | A | ...... | ...... | 9 9/16x40" | 7 x30 5/8" | B |
| **Plymouth 6**—T50 | 37 | R-697 | Cellular | 21 3/16" | 17" | 2 1/2" | A | ...... | ...... | ...... | ...... | |
| T57 | 38 | R-788 | Cellular | 20 3/8" | 16 3/4" | 2 1/2" | A | ...... | ...... | ...... | ...... | |
| △PT105-125 | 40-47 | R-760 | Cellular | 25 1/16" | 18 5/8" | 2 1/4" | A | ...... | ...... | ...... | ...... | |
| **Ready-Power** | | R-303 | Fl. Tube | 19 1/8" | 20" | 1 3/4" | Spec. | 14 1/8" | 12 1/2" | Steps in Core | | SF |
| ...... | | R-301 | Fl. Tube | 19" | 19 3/4" | 1 3/4" | Spec. | 14 3/8" | 13 3/4" | ...... | ...... | SF |
| ...... | | R-339 | Fl. Tube | 19 1/4" | 19 3/4" | 1 3/4" | Spec. | 13 1/2" | 12 1/2" | ...... | ...... | SF |
| 6-3 | | R-378 | I. R. | 19 7/16" | 24" | 1 13/16" | A | ...... | ...... | 3 x25" | 3 x25" | SP |
| **Reo** | | | | | | | | | | | | |
| 1 1/2 Ton | 34-35 | R-582 | Cellular | 25" | 18 7/8" | 2" | A | ...... | ...... | ...... | ...... | |
| 1 1/2 Ton | 36-38 | R-583 | Cellular | 25" | 18 7/8" | 2 1/4" | A | ...... | ...... | ...... | ...... | |
| 2J-3J | 34-36 | R-736 | Fl. Tube | 27 1/8" | 22" | 3 3/4" | A | ...... | ...... | 8 1/8x26" | 8 1/8x26" | SP |
| 2 Ton | 35-36-37-39 | R-592 | Cellular | 25" | 18 7/8" | 2 1/2" | A | ...... | ...... | ...... | ...... | |
| 450-475—650-675 | 37-39 | R-695 | K. Cell. | 20 1/4" | 17 1/8" | 2 1/8" | A | ...... | ...... | ...... | ...... | |
| 3/4 Ton | 37-39 | R-696 | Cellular | 21" | 18 1/8" | 2 1/4" | A | ...... | ...... | ...... | ...... | |
| △19-20-21—Bus | 41-47 | R-1653 | K. Cell. | 24" | 20 1/4" | 2 1/2" | A | ...... | ...... | ...... | ...... | |
| 21 Bus | 41-47 | R-929 | Fl. Tube | 23 7/8" | 18 3/4" | 3" | A | ...... | ...... | 9x19 3/4" | 4 1/2x19 3/4" | SP |
| 23-25, 3 to 5 Ton | 41-49 | R-338 | Fl. Tube | 25 5/8" | 19 3/8" | 3 3/4" | A | ...... | ...... | 5 x20 1/2" | 5 x20 1/2" | SP |
| Rear Engine Bus, 96-HTD | | R-402 | Fl. Tube | 26 1/2" | 21" | 3" | A | ...... | ...... | 9 x22 3/8" | 4 3/4x22 3/8" | SP |
| **Ross Carrier** | | R-647 | Fl. Tube | 17 1/4" | 20 1/4" | 3" | A | ...... | ...... | 6 x23" | 6 x23" | B |
| **Speed Sprayer** | | R-391 | Fl. Tube | 25 1/2" | 25 5/8" | 3 3/4" | A | ...... | ...... | 7 x26 1/2" | 5 x26 1/2" | SP |
| **Stewart** | | | | | | | | | | | | |
| 41H-46-47-48 | 35 | R-653 | Cellular | 21 1/8" | 20" | 2 3/4" | A | ...... | ...... | ...... | ...... | |
| 45A-47A-50A | 38-39 | R-930 | K. Cell. | 20 5/8" | 20" | 3" | A | ...... | ...... | ...... | ...... | |
| 49A | 38-39 | R-931 | Cellular | 20 5/8" | 20" | 3 1/2" | A | ...... | ...... | ...... | ...... | |
| 51A | 38-39 | R-932 | Cellular | 20 5/8" | 20" | 4" | A | ...... | ...... | ...... | ...... | |
| 61A | 38-39 | R-933 | Cellular | 19 1/8" | 20" | 3" | A | ...... | ...... | ...... | ...... | |
| **Studebaker**—W8 | 34 | R-588 | Fl. Tube | 25 11/16" | 20 1/8" | 3 3/4" | A | ...... | ...... | 6 11/32x20" | 4 5/32x20" | SF |
| 2W6-2M6, "Boss" | 36-37 | R-684 | Fl. Tube | 25 11/16" | 20 1/8" | 3" | A | ...... | ...... | 7 x20 3/4" | 5 1/4x20 3/4" | SP |
| 2T2-2M2 | 36-37 | R-685 | Fl. Tube | 25 11/16" | 20 1/8" | 2 3/4" | A | ...... | ...... | 7 x20 3/4" | 5 1/4x20 3/4" | SP |
| 3/4 Ton | 38-42 | R-711 | Fl. Tube | 23 3/16" | 20 1/8" | 2 3/4" | A | ...... | ...... | 6 1/2x20 3/8" | 4 3/8x20 3/8" | SF |
| 1 1/2 Ton | 38-42 | R-712 | Fl. Tube | 25 5/8" | 20 1/8" | 2 3/4" | A | ...... | ...... | 6 1/2x20 3/8" | 4 3/8x20 3/8" | SF |
| 2-2 1/2 Ton | 38-42 | R-713 | Fl. Tube | 25 5/8" | 20 1/8" | 3" | A | ...... | ...... | 6 1/2x20 3/8" | 4 3/8x20 3/8" | SF |
| 3 Ton | 38-42 | R-714 | Fl. Tube | 25 5/8" | 20 1/8" | 3 3/4" | A | ...... | ...... | 6 1/2x20 3/8" | 4 3/8x20 3/8" | SF |
| U.S. 6 (Army) | 44-46 | R-988 | Fl. Tube | 21" | 24 3/8" | 3" | A | ...... | ...... | 6 x24 27/32" | 3 19/32x24 27/32" | SF |
| △M16, 1 1/2 Ton; Standard | 46-47 | R-69A | C. T. | 23 1/4" | 19 3/4" | 2 1/4" | A | ...... | ...... | 4 9/32x19 7/8" | 3 21/32x19 7/8" | SF |
| M16, 1 1/2 Ton; Heavy Duty | 46-48 | R-70A | C. T. | 23 1/4" | 19 3/4" | 3" | A | ...... | ...... | 4 9/32x19 7/8" | 3 21/32x19 7/8" | SF |
| △M5, 1/2 Ton | 47-50 | R-1622 | K. Cell | 19" | 18 1/16" | 2 1/4" | A | ...... | ...... | ...... | ...... | |
| Std., 2R16-2R17; H. D. 2R5-2R10-2R15 | 49-51 | R-322A | C. T. | 17 1/2" | 25 1/4" | 2 1/4" | A | ...... | ...... | 5 1/2x25 13/32" | 3 21/32x21 13/32" | SF |
| Heavy Duty, 2R16-2R17 | 49-51 | R-323A | C. T. | 17 1/2" | 25 1/4" | 3" | A | ...... | ...... | 5 1/2x25 13/32" | 3 21/32x21 13/32" | SF |
| Light Truck | 51 | R-396A | C. T. | 17 7/8" | 22" | 2" | A | ...... | ...... | 2 21/32x21 7/8" | 2 21/32x21 7/8" | SF |
| **Superior Stationary Motor** DVA | | R-315 | Fl. Tube | 16 1/2" | 15" | 2 1/4" | A | ...... | ...... | 3 1/2x17 1/4" | 3 1/2x17 1/4" | SF |
| **Twin Coach Bus**—27G-27R | | R-973 | Fl. Tube | 23 3/4" | 24" | 3" | A | ...... | ...... | 7 x24" | 4 1/4x24" | SF |
| 30A | | R-790 | Fl. Tube | 20 7/8" | 27" | 2 1/4" | A | ...... | ...... | 9 7/8x28" | 5 3/4x28" | SP |
| ...... | | R-936 | I. R. | 17" | 23" | 2 23/32" | A | ...... | ...... | 5 1/4x24 1/4" | 5 1/4x24 1/4" | SP |
| 30R-23R | | R-938B | Fl. Tube | 23 5/8" | 23 5/8" | 3 3/4" | A | | | 7 7/8x24 7/8" | 5 5/16x24 7/8" | SP |
| 786-805-873-899-900-941-947-999 | | R-974 | Fl. Tube | 22 3/8" | 29 1/4" | 3 3/4" | A | | | 5 x30" | 5 x30" | SF |
| **Walter Snow Plow** FB, FXB, AX | 36-41 | R-940 | I. R. | 28 1/2" | 30" | 3 5/8" | A | ...... | ...... | 9 x31" | 6 x31" | SP |
| **Ward La France** 1000-5, 1000-346 | 40-42 | R-942 | Fl. Tube | 27 3/8" | 25 5/8" | 3 3/4" | A | ...... | ...... | 6 7/8x26 7/8" | 6 7/8x26 7/8" | SP |

*△—Popular items generally available for prompt shipment.*

**Cheap cores, without proper cooling capacity, make dissatisfied customers and grief for you.**

*(Continued Next Page)*

# McCord Replacement Radiator Cores

## SPECIFICATIONS OF TRUCK, TRACTOR AND BUS CORES

Type of Tank: B—Bolted Construction; SP—Plain Headers; SF—Flanged Headers

| Name and Model | Ton Capacity | Year | McCord No. | Type | Dimensions—Inches |  |  | Shape | R | S | Headsheets—Inches |  | Type of Tk. and Hdr. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
|  |  |  |  |  | Height | Width | Depth |  |  |  | Top | Bottom |  |
| **Waukesha** |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  | R-946 | Fl. Tube | 31½″ | 25 5/16″ | 3″ | A |  |  | 6¾x26⅜″ | 5¾x26⅜″ | SP |
| JL |  |  | R-947 | I. R. | 33″ | 29½″ | 3⅝″ | A |  |  | 9 x32″ | 9 x32″ | SP |
| GAK |  |  | R-948 | I. R. | 36″ | 33″ | 3⅝″ | A |  |  | 7 5/16x36¼″ | 7 5/16x36¼″ | SP |
| XAH |  |  | R-955 | Fl. Tube | 19¼″ | 19¼″ | 2¾″ | A |  |  | 6⅞x20¼″ | 4 x20¼″ | SP |
| Sectional |  |  | R-313 | Fl. Tube | 55⅜″ | 5⅝″ | 4⅝″ | A |  |  | 6 x6″ | 6 x6″ | SF |
| Sectional |  |  | R-314 | Fl. Tube | 55⅝″ | 5 11/16″ | 3¾″ | A |  |  | 4 x6″ | 4 x6″ | SF |
| LMZ-VIK |  |  | R-332 | I. R. | 26⅝″ | 24½″ | 2 23/32″ | A |  |  | 6⅝x27 3/16″ | 6⅝x27 3/16″ | B |
|  |  |  | R-369 | Fl. Tube | 19⅛″ | 19″ | 2¼″ | A |  |  | 6⅞x20¼″ | 4 x20¼″ | SP |
| **Weber Pumping Unit** |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  | R-383 | Fl. Tube | 21″ | 21″ | 2¼″ | A |  |  | 6 x23¾″ | 4 x23¾″ | SP |
| **White** |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 64-64R |  | 31-32 | R-651 | Fl. Tube | 25⅛″ | 30⅜″ | 3″ | B | 22 19/32″ | 18 19/64″ |  |  | SP |
| 704K—2½ |  | 36-37 | R-730 | Fl. Tube | 25¼″ | 20″ | 3″ | A |  |  | 7¼x21″ | 5¼x21″ | SP |
| 703-704-706-708—1½ |  | 36-37 | R-731 | Fl. Tube | 25½″ | 20″ | 2¾″ | A |  |  | 7½x21″ | 5½x21″ | SP |
| 720 Special |  | 36 | R-805 | Fl. Tube | 29¼″ | 24″ | 3″ | A |  |  | 8½x25¾″ | 5 x25¾″ | SP |
| 700-700A |  | 37-39 | R-783 | Fl. Tube | 25 5/16″ | 20″ | 2¼″ | A |  |  | 5½x21″ | 3 x21″ | SF |
| 805-805A |  | 37-39 | R-798 | Fl. Tube | 24⅞″ | 21⅜″ | 3″ | A |  |  | 7 x22½″ | 4 x22½″ | SP |
| △WA20-22-26 |  | 41-50 | R-827 | Fl. Tube | 24¾″ | 21¼″ | 3″ | A |  |  | 9 x22¼″ | 5½x22¼″ | SP |
| △WA20-26 WB20-22 |  | 41-50 | R-827B | Fl. Tube | 24¾″ | 21¼″ | 3¾″ | A |  |  | 9¾x22¼″ | 6 x22¼″ | SP |
| 750 |  | 37-39 | R-828 | Fl. Tube | 27½″ | 20½″ | 3¾″ | A |  |  | 8 x21½″ | 6½x21½″ | SP |
| WB28-WC28 |  | 47-50 | R-406 | Fl. Tube | 36″ | 22⅜″ | 3″ | A |  |  | 10½x25″ | 4 x25″ | SP |
| WC14-16-18-20-22-26 |  | 49-50 | R-407 | Fl. Tube | 24½″ | 21″ | 3¾″ | A |  |  | 9¼x22¼″ | 5 x22¼″ | SP |
| 3000-22 |  | 50 | R-408 | Fl. Tube | 20¼″ | 25⅝″ | 3″ | A |  |  | 4⅛x26⅞″ | 4⅛x26⅞″ | SP |
| **Yellow Coach** |  |  |  |  |  |  |  |  |  |  |  |  |  |
| W |  | 31 | R-572 | Fl. Tube | 26″ | 22½″ | 3¾″ | A |  |  | 9 x22½″ | 4¼x23″ | SF |
| 400L |  |  | R-969 | Fl. Tube | 28½″ | 25⅝″ | 3¾″ | A |  |  | 4¾x27¼″ | 4¾x27¼″ | SP |
| 400-450 |  |  | R-979 | Fl. Tube | 24½″ | 18″ | 3″ | A |  |  | 9 x19″ | 4⅜x19″ | SP |
| 714-715 |  | 34 | R-657 | Fl. Tube | 21½″ | 19½″ | 3″ | A |  |  | 4 9/16x20⅛″ | 4 9/16x20 7/16″ | SF |
| 722 |  | 36 | R-794 | Fl. Tube | 23½″ | 20⅝″ | 3¾″ | A |  |  | 5½x22″ | 5½x22″ | SP |
| 732 |  | 36-37 | R-796 | I. R. | 30″ | 28″ | 3⅝″ | A |  |  | 5⅛x29¼″ | 5⅛x29¼″ | SP |
| 733 |  | 37-39 | R-662 | K. Cell. | 23½″ | 16 7/16″ | 3″ | A |  |  |  |  |  |
| Greyhound 719 |  |  | R-813 | Fl. Tube | 28 7/16″ | 35″ | 3¾″ | A |  |  | Special |  | SF |
| Greyhound 743 |  |  | R-814 | Fl. Tube | 28⅜″ | 33⅛″ | 3¾″ | A |  |  | Special |  | SF |
|  |  |  | R-1602 | K. Cell. | 23¼″ | 19 11/16″ | 2½″ | A |  |  |  |  |  |
| 717 |  |  | R-956 | I. R. | 25⅝″ | 28″ | 2 23/32″ | A |  |  | 9 x30¾″ | 5½x30¾″ | SP |
| 1011-1060-3605-4001-4005 6310 Diesel |  |  | R-972 | Fl. Tube | 28⅝″ | 26″ | 3″ | A |  |  | 3 13/16x26 9/16″ | 3 13/16x26 9/16″ | SF |
| 1204-TG2701-TD2401 Diesel |  |  | R-1602 | K. Cell. | 23¼″ | 19 11/16″ | 2½″ | A |  |  |  |  |  |
|  |  |  | R-975 | Fl. Tube | 23″ | 19½″ | 3¾″ | A |  |  | (2 Cores Used Per Job) |  | SP |
|  |  |  | R-978 | Fl. Tube | 29¼″ | 25⅝″ | 3¾″ | A |  |  | 5¼x26⅞″ | 5¼x26⅞″ | SP |
| PG 3301 |  |  | R-984 | Fl. Tube | 24″ | 29½″ | 3¾″ | A |  |  | 5¼x30¾″ | 5¼x30¾″ | SP |

## CANADIAN PRODUCTION

# McCord Replacement Radiator Cores

## SPECIFICATIONS OF CANADIAN PASSENGER CAR AND TRUCK CORES

| Name and Model | Year | McCord No. | Type | Height | Width | Depth | Shape | R | S | Remarks |
|---|---|---|---|---|---|---|---|---|---|---|
| **Austin 4 (British)** |  |  |  |  |  |  |  |  |  |  |
| A-40 | 48-49 | R-131 | Fl. Tu. | 18⅜″ | 16″ | 1¾″ | A |  |  |  |
| **Chrysler 6** |  |  |  |  |  |  |  |  |  |  |
| C16 | 37 | R-1592 | Cell. | 21 3/16″ | 20⅛″ | 3¼″ | A |  |  |  |
| C18 | 38 | R-1594 | Cell. | 21 3/16″ | 19¾″ | 3½″ | A |  |  |  |
| C22 | 39 | R-1617 | Cell. | 22½″ | 20″ | 3″ | A |  |  |  |
| C25 | 40 | R-1629 | K.Cell. | 21 3/16″ | 18½″ | 3″ | A |  |  |  |
| C28 | 41 | R-1647 | Cell. | 19¼″ | 20½″ | 3″ | A |  |  |  |
| C34, C38 | 42-Early 49 | R-1668 | J. Cell. | 19″ | 21 13/16″ | 2½″ | A |  |  |  |
| C41, C45 | Late 49 | R-1686 | Cell. | 20″ | 20¾″ | 3″ | A |  |  |  |
| **De Soto 6** |  |  |  |  |  |  |  |  |  |  |
| S3 | 37 | R-1592 | Cell. | 21 3/16″ | 20⅛″ | 3¼″ | A |  |  |  |
| S5 | 38 | R-1594 | Cell. | 21 3/16″ | 19¾″ | 3½″ | A |  |  |  |
| S6 | 39 | R-1617 | Cell. | 22½″ | 20″ | 3″ | A |  |  |  |

△—Popular items generally available for prompt shipment.

**When you buy replacement cores, always be sure you get the required cooling capacity. Watch the core depth.**

# CANADIAN PRODUCTION

# McCord Replacement Radiator Cores

## SPECIFICATIONS OF CANADIAN PASSENGER CAR CORES

| Name and Model | Year | McCord No. | Type | Height | Width | Depth | | R | S | Remarks |
|---|---|---|---|---|---|---|---|---|---|---|
| **De Soto 6 (Continued)** | | | | | | | | | | |
| S7 | 40 | **R-1627** | Cell. | 21 3/16″ | 18 1/2″ | 3″ | A | | | |
| S13 | Early 49 | **R-1668** | J. Cell. | 19″ | 21 13/16″ | 2 1/2″ | A | | | |
| S13, S14 | Late 49-50 | **R-1686** | Cell. | 20″ | 20 3/4″ | 3″ | A | | | |
| **Dodge 6** | | | | | | | | | | |
| D5, D6, D7 | 37 | **R-1588** | Cell. | 18 15/16″ | 18 27/32″ | 2 3/4″ | A | | | |
| D8, D9, D10 (To Eng. No. C-1001) | 38 | **R-1593** | Cell. | 18 15/16″ | 18 3/4″ | 3″ | A | | | |
| D8, D9, D10 (After Eng. No. C-1001) | 38 | **R-1637** | Cell. | 18 13/16″ | 18 1/8″ | 3″ | A | | | |
| D11 | 39 | **R-1616** | Cell. | 21 1/8″ | 17″ | 3″ | A | | | |
| D12, D13 | 39 | **R-1615** | Cell. | 20 3/4″ | 19″ | 2 1/4″ | A | | | |
| D14 | 40 | **R-1628** | Cell. | 21 3/16″ | 18 1/2″ | 3″ | A | | | |
| D15, D16 | 40 | **R-1635** | K.Cell. | 19 13/16″ | 17 9/16″ | 2 1/4″ | A | | | |
| D19, D20, D21, D22, D23, D24, D25 | 41-48 | **R-1656** | K.Cell. | 19 3/16″ | 18 31/32″ | 2 1/8″ | A | | | |
| D29, D30 | 48-49 | **R-1685** | K.Cell. | 19 11/16″ | 20 3/4″ | 2 1/4″ | A | | | |
| D30, D34 | 50 | **R-136A** | C. T. | 19 9/16″ | 20 1/4″ | 2″ | A | | | |
| D39, D40 | 51 | **R-154A** | C. T. | 18 1/2″ | 20 13/16″ | 2″ | A | | | |
| **Dodge and Fargo 6 Trucks** | | | | | | | | | | |
| MD, RD, FE2, FG2 | 37-38 | **R-786** | J. Cell. | 21″ | 17″ | 2 3/4″ | A | | | |
| MH, RH, FE6, FG6 | 37-38 | **R-787** | Cell. | 25″ | 18 5/8″ | 2 3/4″ | A | | | |
| RE, RF, FG3, FG4 | 38 | **R-791** | Cell. | 25″ | 18 5/8″ | 2 1/4″ | A | | | |
| TC, FH1 | 39 | **R-1644** | Cell. | 25″ | 18 5/8″ | 2 1/8″ | A | | | |
| TD, TE, TF, FH2-3-4 | 39 | **R-792** | Cell. | 25″ | 18 5/8″ | 3″ | A | | | |
| TH, FH6 | 39 | **R-793** | K.Cell. | 25″ | 18 5/8″ | 3″ | A | | | |
| DB1, DC1, DD1, FJ1, FK1, FL1 | 40-47 | **R-791** | K.Cell. | 25″ | 18 5/8″ | 2 1/4″ | A | | | |
| DB2-3-4-6, DC2-3-4-5-6, DD2-3-4-5-6, FJ2-3-4-6, FK2-3-4-5-6, FL2-3-4-5-6, DBM3-4, DCM3-4, DDM 3-4, FJM3-4, FKM3-4, FLM3-4 | 40-47 | **R-792** | Cell. | 25″ | 18 5/8″ | 3″ | A | | | |
| DB7, DC7, DCM7, DD7, DD7S, DDM7, FJ7, FK7, FKM7, FL7, FL7S, FLM7 | 40-47 | **R-793** | K.Cell. | 25″ | 18 5/8″ | 3″ | A | | | |
| T143 | 48-50 | **R-304** | Cell. | 22 3/4″ | 20 5/8″ | 2 1/4″ | | | | |
| T147, T149 | 49-50 | **R-305** | Cell. | 22 3/4″ | 20 5/8″ | 3″ | | | | |
| T151 | 49-50 | **R-306** | K.Cell. | 22 3/4″ | 20 5/8″ | 3″ | | | | |
| T307 | 51 | **R-412A** | C. T. | 22 3/4″ | 20 5/16″ | 2″ | A | | | |
| **Heater Cores** | | **R-1697** | Cell. | 5 1/2″ | 5 1/2″ | 2″ | A | | | |
| | | **R-1698** | Cell. | 7 3/4″ | 7 3/4″ | 2″ | A | | | |
| | | **R-1699** | Cell. | 7 3/4″ | 7 3/4″ | 2 1/8″ | A | | | |
| | | **R-1700** | Cell. | 7 3/4″ | 7 3/4″ | 2 1/4″ | A | | | |
| | | **R-1681** | J. Cell. | 7 3/4″ | 7 3/4″ | 2 1/2″ | A | | | |
| **Hudson 6** | | | | | | | | | | |
| 73, 80, 92 | 37-39 | **R-1577** | K.Cell. | 21 3/16″ | 19 7/8″ | 2 1/8″ | A | | | |
| 90 | 39 | **R-1623** | J. Cell. | 20 3/4″ | 19 7/8″ | 2 1/4″ | A | | | |
| **Meteor**<br>**Monarch** } (Same as Ford V8) | | | | | | | | | | |
| **Plymouth 6** | | | | | | | | | | |
| PJ, PK, ER | 35 | **R-1542** | Cell. | 21 7/8″ | 17 9/16″ | 2 1/4″ | A | | | |
| PI | 36 | **R-1543** | Cell. | 21 9/16″ | 16 11/16″ | 2 1/4″ | A | | | |
| P3, P4, 1937; P5, P6 (To Eng. No. C-1001) 1938 | 37-38 | **R-1581** | Cell. | 19 3/8″ | 18 3/4″ | 2 1/8″ | A | | | |
| P5, P6 (After Eng. No. C-1001) | 38 | **R-1624** | Cell. | 19 7/16″ | 18 3/4″ | 2 1/4″ | A | | | |
| P7, P8 | 39 | **R-1615** | Cell. | 20 3/4″ | 19″ | 2 1/4″ | A | | | |
| P9, P10 | 40 | **R-1635** | K.Cell. | 19 13/16″ | 17 9/16″ | 2 1/4″ | A | | | |
| P11, P12, P14, P15 | 41-47 | **R-1656** | K.Cell. | 19 3/16″ | 18 31/32″ | 2 1/8″ | A | | | |
| P16, P17, P18 | 48-49 | **R-1685** | K Cell. | 19 11/16″ | 20 3/4″ | 2 1/4″ | A | | | |
| P19, P20 | 50 | **R-136A** | C. T. | 19 9/16″ | 20 1/4″ | 2″ | A | | | |
| P22, P23 | 51 | **R-154A** | C. T. | 18 1/2″ | 20 13/16″ | 2″ | A | | | |

**Original equipment cores are engineered to the job. Larger cells, shallower depths or fewer fins per inch results in reduced cooling capacity. You can always depend on McCord cores to properly cool.**

## CANADIAN PRODUCTION

# McCord Replacement Radiator Cores

### SPECIFICATIONS OF CANADIAN PASSENGER CAR AND TRUCK CORES

| Name and Model | Year | McCord No. | Type | Height | Width | Depth | | R | S | Remarks |
|---|---|---|---|---|---|---|---|---|---|---|
| **Pontiac 6** | | | | | | | | | | |
| 21-22 | 35 | R-1533 | J. Cell. | 24½″ | 15¾″ | 2⅛″ | B | 22⅞″ | 13⅜″ | Cross Flow |
| 26-27 | 36 | | | | | | | | | |
| 26 | 37-38 | R-802 | K. Cell | 22½″ | 18″ | 2″ | A | ........ | ........ | ........ |
| 25 | 38 | R-1586 | K. Cell | 22″ | 16¾″ | 2″ | A | ........ | ........ | ........ |
| 22-25 | 39 | R-802 | K. Cell | 22½″ | 18″ | 2″ | A | ........ | ........ | ........ |
| 26 | 39 | R-1613 | K. Cell | 24″ | 18″ | 2″ | A | ........ | ........ | ........ |
| 22 | 40 | R-1586 | K. Cell | 22″ | 16¾″ | 2″ | A | ........ | ........ | ........ |
| 25-26 | 40 | R-1613 | K. Cell | 24″ | 18″ | 2″ | A | ........ | ........ | ........ |
| 20-22 | 41<br>48 | R-1645 | K. Cell | 24″ | 17 7/16″ | 2″ | A | ........ | ........ | ........ |
| 24-25 | 41 | R-1652 | K. Cell | 24″ | 20¼″ | 2″ | A | ........ | ........ | ........ |
| 26 | 48 | | | | | | | | | |
| 20-22 | 49-51 | R-1677 | K. Cell | 17¾″ | 23″ | 2″ | A | ........ | ........ | ........ |
| 25 | 49-51 | R-1679 | K. Cell | 22⅛″ | 21⅞″ | 2″ | A | ........ | ........ | ........ |
| **Pontiac 8** | | | | | | | | | | |
| 27-28 | 41 | R-1653 | J. Cell. | 24″ | 20¼″ | 2½″ | A | ........ | ........ | ........ |
| 29 | 48 | | | | | | | | | |
| 27 | 49-51 | R-1674 | J. Cell. | 22⅛″ | 21⅞″ | 2½″ | A | ........ | ........ | ........ |
| **Studebaker 6-8** | | | | | | | | | | |
| Champ. 6-G | 49 | R-1682 | J. Cell. | 17⅞″ | 19 3/16″ | 2½″ | A | ........ | ........ | ........ |
| Champ. 6 | 50 | R-134A | C. T. | 17⅞″ | 22″ | 2″ | A | ........ | ........ | ........ |
| 8 Cyl. G | 49-50 | R-1687 | K. Cell | 17⅜″ | 19 3/16″ | 3″ | A | ........ | ........ | ........ |
| **Terraplane 6** | | | | | | | | | | |
| 61, 62 | 36 | R-1551 | Cell. | 21⅝″ | 19 5/16″ | 3″ | A | ........ | ........ | ........ |
| 70, 71, 72, 80, 92 | 37-39 | R-1577 | K. Cell | 21 3/16″ | 19⅞″ | 2⅛″ | A | ........ | ........ | ........ |

# Dimension Chart of McCord Radiator Cores

### Arrangement According to Thickness, Height and Width

## Tubular Type Cores, Passenger Cars, Trucks, Tractors, Buses

| Depth | Height | Width | Shape | McCord No. | Used On |
|---|---|---|---|---|---|
| 1¾″ | 13 3/32″ | 20⅛″ | A | R-990 | Willys |
| 1¾″ | 14″ | 11¾″ | A | R-83 | Crosley |
| 1¾″ | 15¾″ | 18½″ | A | R-138 | Nash |
| 1¾″ | 16⅜″ | 20⅛″ | A | R-393 | Clark Loader |
| 1¾″ | 16⅝″ | 17″ | A | R-991 | Willys |
| 1¾″ | 17¼″ | 17″ | A | R-152 | Henry J |
| 1¾″ | 18⅜″ | 16″ | A | R-131 | British Austin |
| 1¾″ | 19″ | 19¾″ | SP | R-301 | Ready Power |
| 1¾″ | 19⅛″ | 20″ | SP | R-303 | Ready Power |
| 1¾″ | 19¼″ | 19¾″ | SP | R-339 | Ready Power |
| 1¾″ | 19 11/16″ | 18⅞″ | A | R-23 | Ford 4 |
| 1¾″ | 22¼″ | 17⅞″ | A | R-24 | Ford 4 |
| 1 13/16″ | 15 11/16″ | 14″ | A | R-894 | John Deere |
| 1 13/16″ | 15¾″ | 15½″ | A | R-358 | Fair.-Morse |
| 1 13/16″ | 15⅞″ | 17″ | A | R-357 | Fair.-Morse |
| 1 13/16″ | 16½″ | 14″ | A | R-777 | John Deere |
| 1 13/16″ | 18½″ | 16½″ | A | R-776 | John Deere |
| 1 13/16″ | 19″ | 15″ | A | R-815 | International |
| 1 13/16″ | 19 7/16″ | 24″ | SP | R-378 | Ready Power |
| 1 13/16″ | 20⅝″ | 20½″ | A | R-822 | Caterpillar |
| 1 13/16″ | 21″ | 21½″ | A | R-747 | Oliver |
| 1 13/16″ | 23 1/16″ | 20½″ | A | R-789 | Allis Chalmers |
| 1 13/16″ | 23½″ | 23″ | A | R-780 | Caterpillar |
| 1 13/16″ | 23 15/16″ | 21½″ | A | R-778 | Oliver |
| 1 13/16″ | 28½″ | 28½″ | A | R-913 | Caterpillar |
| 2″ | 10 13/16″ | 8 3/16″ | A | R-141A | Stude. Ht. Core |
| 2″ | 14 9/16″ | 24⅝″ | A | R-135A | Nash 6 |
| 2″ | 14 9/16″ | 26⅞″ | A | R-65A | Nash 6 |
| 2″ | 16⅞″ | 24⅝″ | A | R-118A | Nash 6 |
| 2″ | 17⅞″ | 22″ | A | R-122A | Stude. 6 |
| 2″ | 18 11/16″ | 19 11/16″ | A | R-121A | Cadillac 8 |
| 2″ | 18 11/16″ | 25¼″ | A | R-84A | Mercury |
| 2″ | 18 11/16″ | 25¼″ | A | R-91A | Mercury |
| 2″ | 18⅞″ | 22″ | A | R-139A | Studebaker 6 |
| 2″ | 18⅞″ | 22″ | A | R-140A | Studebaker 8 |
| 2″ | 18⅞″ | 24⅝″ | A | R-78A | Hudson 6 & 8 |
| 2″ | 18⅞″ | 24⅝″ | A | R-124A | Hudson 6 |
| 2″ | 19⅛″ | 21″ | A | R-38A | Ford 8 |
| 2″ | 19½″ | 19¾″ | A | R-59A | Ford 8 |
| 2″ | 19½″ | 19¾″ | A | R-58A | Ford 6 |
| 2″ | 20¾″ | 20 13/16″ | A | R-123A | Studebaker 6 |
| 2″ | 21⅝″ | 15¾″ | A | R-32A | Ford 8 |
| 2″ | 21⅝″ | 20 13/16″ | A | R-60A | Ford 6 & 8 |
| 2″ | 21⅝″ | 21″ | A | R-50A | Ford Truck |
| 2″ | 22½″ | 19¾″ | A | R-34A | Ford Truck |
| 2″ | 22½″ | 21″ | A | R-37A | Ford Truck |
| 2″ | 25¾″ | 20¼″ | A | R-126A | Packard 8 |
| 2″ | 25¾″ | 20¼″ | A | R-128A | Packard 8 |
| 2⅛″ | 25″ | 18⅝″ | A | R-72A | Packard 6 |
| 2¼″ | 14½″ | 15¾″ | A | R-310 | Mont.-Ward-Avery |

**Rarely do you get something for nothing. Cheapness and quality seldom go together. McCord gives you honest quality and honest cooling capacity at a fair price.**
**Special cores furnished on receipt of size information.**

# Dimension Chart of McCord Radiator Cores

Arrangement According to Thickness, Height and Width

## Tubular Type Cores, Passenger Cars, Trucks, Tractors, Buses

(Continued)

| Depth | Height | Width | Shape | McCord No. | Used On |
|---|---|---|---|---|---|
| 2 1/4″ | 14 9/16″ | 15″ | A | R-732 | Allis-Chalmers |
| 2 1/4″ | 14 9/16″ | 15 3/4″ | A | R-333 | Oliver |
| 2 1/4″ | 15″ | 15″ | A | R-965 | John Deere |
| 2 1/4″ | 16 1/4″ | 18″ | A | R-340 | Co-Op |
| 2 1/4″ | 16 7/16″ | 16 3/8″ | A | R-923 | McCor.-Deere |
| 2 1/4″ | 16 1/2″ | 15″ | A | R-315 | Superior |
| 2 1/4″ | 16 1/2″ | 16 1/4″ | A | R-318 | International |
| 2 1/4″ | 16 3/4″ | 15 3/4″ | A | R-326 | Case |
| 2 1/4″ | 17 1/4″ | 15 3/4″ | A | R-312 | Ford-Ferguson |
| 2 1/4″ | 17 1/4″ | 15 3/4″ | A | R-859 | Ford-Fordson |
| 2 1/4″ | 17 1/2″ | 15 5/8″ | A | R-970 | Massey-Harris |
| 2 1/4″ | 17 1/2″ | 18 3/8″ | A | R-897 | John Deere |
| 2 1/4″ | 17 1/2″ | 25 1/4″ | A | R-322A | Studebaker |
| 2 1/4″ | 17 5/8″ | 16 1/4″ | A | R-307 | Oliver |
| 2 1/4″ | 18″ | 16 1/4″ | A | R-317 | International |
| 2 1/4″ | 18″ | 22 3/8″ | A | R-394 | International |
| 2 1/4″ | 18 1/8″ | 19 1/8″ | A | R-963 | Allis-Chalmers |
| 2 1/4″ | 18 1/4″ | 18″ | A | R-901 | Allis-Chalmers |
| 2 1/4″ | 18 1/4″ | 19 3/4″ | A | R-857 | International |
| 2 1/4″ | 18 7/16″ | 20″ | A | R-856 | Divco |
| 2 1/4″ | 18 5/8″ | 25 3/16″ | A | R-84 | Mercury |
| 2 1/4″ | 18 5/8″ | 25 3/16″ | A | R-91 | Mercury |
| 2 1/4″ | 19 1/8″ | 19″ | A | R-369 | Buda-Wauk. |
| 2 1/4″ | 19 1/8″ | 21″ | A | R-38 | Ford 8 |
| 2 1/4″ | 19 1/4″ | 18″ | A | R-367 | Minn. Moline |
| 2 1/4″ | 19 3/8″ | 14 3/8″ | A | R-944 | Case |
| 2 1/4″ | 19 1/2″ | 20″ | A | R-59 | Ford 8 |
| 2 1/4″ | 19 1/2″ | 20″ | A | R-58 | Ford 6 |
| 2 1/4″ | 19 5/8″ | 20″ | A | R-404 | Lincoln Welder |
| 2 1/4″ | 19 11/16″ | 18 7/8″ | A | R-23T | Ford Truck |
| 2 1/4″ | 19 7/8″ | 18″ | A | R-316 | Case |
| 2 1/4″ | 20″ | 21″ | A | R-922 | Oliver |
| 2 1/4″ | 20 1/4″ | 20 1/4″ | A | R-715 | Cletrac |
| 2 1/4″ | 20 5/16″ | 18 3/8″ | A | R-959 | Clark Loader |
| 2 1/4″ | 20 7/16″ | 20″ | A | R-826 | Divco |
| 2 1/4″ | 20 1/2″ | 24″ | A | R-344 | International |
| 2 1/4″ | 20 1/2″ | 24″ | A | R-825 | International |
| 2 1/4″ | 20 3/4″ | 15″ | A | R-351 | Massey-Harris |
| 2 1/4″ | 20 7/8″ | 27″ | A | R-790 | Twin Coach |
| 2 1/4″ | 21″ | 19″ | A | R-676 | International |
| 2 1/4″ | 21″ | 20″ | A | R-337 | Co-Op |
| 2 1/4″ | 21″ | 21″ | A | R-383 | W. Pump. Unit |
| 2 1/4″ | 21″ | 22″ | A | R-349 | Allis-Chalmers |
| 2 1/4″ | 21 3/16″ | 18 13/16″ | A | R-706 | International |
| 2 1/4″ | 21 1/4″ | 18 13/16″ | A | R-626 | International |
| 2 1/4″ | 21 1/2″ | 24 3/4″ | A | R-137 | Packard 8 |
| 2 1/4″ | 21 5/8″ | 15 3/4″ | A | R-32 | Ford 8 |
| 2 1/4″ | 21 5/8″ | 21″ | A | R-50 | Ford Truck |
| 2 1/4″ | 21 5/8″ | 21″ | A | R-60 | Ford Truck |
| 2 1/4″ | 21 3/4″ | 18 13/16″ | A | R-625 | International |
| 2 1/4″ | 21 3/4″ | 24″ | A | R-898 | International |
| 2 1/4″ | 22″ | 22″ | A | R-10 | Studebaker 6 |
| 2 1/4″ | 22″ | 24″ | A | R-762 | International |
| 2 1/4″ | 22 1/4″ | 17 7/8″ | A | R-24T | Ford Truck |
| 2 1/4″ | 22 1/4″ | 19 7/8″ | A | R-669 | Federal |
| 2 1/4″ | 22 7/16″ | 20 1/8″ | A | R-627 | International |
| 2 1/4″ | 22 1/2″ | 18 5/8″ | A | R-709 | International |
| 2 1/4″ | 22 1/2″ | 19 3/4″ | A | R-34 | Ford 8 |
| 2 1/4″ | 22 1/2″ | 21″ | A | R-37 | Ford Truck |
| 2 1/4″ | 22 1/2″ | 24″ | A | R-729 | International |
| 2 1/4″ | 22 5/8″ | 18 3/8″ | A | R-987 | McC.-Deering |
| 2 1/4″ | 22 3/4″ | 20 1/4″ | A | R-719 | Cletrac |
| 2 1/4″ | 22 3/4″ | 20 1/2″ | A | R-900 | John Deere |
| 2 1/4″ | 23″ | 24″ | A | R-892 | International |
| 2 1/4″ | 23 1/4″ | 19 3/4″ | A | R-69A | Studebaker 6 |
| 2 1/4″ | 23 1/2″ | 22″ | A | R-376 | Lorain Shovel |
| 2 1/4″ | 24″ | 18 5/8″ | A | R-708 | International |
| 2 1/4″ | 24″ | 18 13/16″ | A | R-648 | International |
| 2 1/4″ | 24″ | 18 7/8″ | A | R-700 | International |
| 2 1/4″ | 24″ | 21 7/8″ | A | R-701 | International |
| 2 1/4″ | 24″ | 22 1/8″ | A | R-679 | Caterpillar |
| 2 1/4″ | 24 3/8″ | 19 1/2″ | A | R-723 | G. M. C. |
| 2 1/4″ | 24 13/16″ | 19 1/2″ | A | R-688 | G. M. C. |
| 2 1/4″ | 24 7/8″ | 24″ | A | R-346 | International |
| 2 1/4″ | 25″ | 17 1/4″ | A | R-2 | Nash 6 & 8 |
| 2 1/4″ | 25″ | 17 5/16″ | A | R-15 | Nash 6 & 8 |
| 2 1/4″ | 25″ | 17 5/16″ | A | R-15A | Nash 6 & 8 |
| 2 1/4″ | 25″ | 19 1/2″ | A | R-744 | Diamond T |
| 2 1/4″ | 25″ | 24 1/4″ | A | R-716 | Cletrac |
| 2 1/4″ | 25 1/4″ | 19 3/4″ | A | R-132 | Packard 8 |
| 2 1/4″ | 25 1/4″ | 21 5/8″ | A | R-321 | Diamond T |
| 2 1/4″ | 25 5/16″ | 20″ | A | R-783 | White |
| 2 1/4″ | 25 1/2″ | 18 3/8″ | A | R-345 | Mack |
| 2 1/4″ | 25 1/2″ | 19″ | A | R-928 | Mack |
| 2 1/4″ | 25 1/2″ | 20 5/8″ | A | R-743 | Diamond T |
| 2 1/4″ | 25 3/4″ | 19 3/4″ | A | R-133 | Packard 8 |
| 2 1/4″ | 25 3/4″ | 24″ | A | R-763 | International |
| 2 1/4″ | 26 1/4″ | 19″ | A | R-745 | Diamond T |
| 2 1/4″ | 26 1/2″ | 17″ | A | R-7 | Studebaker 6 |
| 2 1/4″ | 28 3/8″ | 25 7/8″ | A | R-964 | Mack |
| 2 1/4″ | 28 1/2″ | 20 7/8″ | A | R-926 | Mack |
| 2 1/2″ | 17 7/8″ | 19 3/16″ | A | R-75A | Studebaker 6 |
| 2 1/2″ | 18 5/8″ | 23 13/16″ | A | R-66A | Nash 6 |
| 2 1/2″ | 21 3/4″ | 20 13/16″ | A | R-76A | Studebaker 6 |
| 2 23/32″ | 15 7/8″ | 17″ | A | R-356 | Fair.-Morse |
| 2 23/32″ | 16″ | 16″ | A | R-355 | Climax |
| 2 23/32″ | 17″ | 23″ | A | R-936 | Twin Coach |
| 2 23/32″ | 19″ | 15″ | A | R-803 | Case |
| 2 23/32″ | 19 3/4″ | 17 1/2″ | A | R-311 | Oliver |
| 2 23/32″ | 19 3/4″ | 20″ | A | R-331 | John Deere |
| 2 23/32″ | 19 3/4″ | 20 1/2″ | A | R-532 | John Deere |
| 2 23/32″ | 19 7/8″ | 17 1/2″ | A | R-460 | Fordson |
| 2 23/32″ | 20″ | 17″ | A | R-350 | John Deere |
| 2 23/32″ | 20″ | 18 1/2″ | A | R-377 | Ajax Iron Wks. |
| 2 23/32″ | 20″ | 20″ | A | R-917 | Case |
| 2 23/32″ | 20 3/8″ | 19 1/2″ | A | R-578 | International |
| 2 23/32″ | 21″ | 17″ | A | R-300 | John Deere |
| 2 23/32″ | 22 3/8″ | 19″ | A | R-810 | International |
| 2 23/32″ | 22 7/8″ | 19″ | A | R-663 | Case |
| 2 23/32″ | 23″ | 25″ | A | R-366 | Mack |
| 2 23/32″ | 23 3/8″ | 20 1/2″ | A | R-680 | International |
| 2 23/32″ | 23 7/16″ | 24″ | A | R-710 | Caterpillar |
| 2 23/32″ | 23 1/2″ | 20 1/2″ | A | R-584 | International |
| 2 23/32″ | 23 1/2″ | 23 1/2″ | A | R-912 | Caterpillar |
| 2 23/32″ | 23 5/8″ | 22 1/2″ | A | R-359 | International |
| 2 23/32″ | 23 29/32″ | 23 1/2″ | A | R-678 | Caterpillar |
| 2 23/32″ | 24″ | 24″ | A | R-526 | International |
| 2 23/32″ | 24 1/2″ | 28 1/2″ | A | R-925 | McC.-Deering |

**McCord has been a leading manufacturer of radiators for both new car equipment and for replacement for over forty-two years. That means stability, dependability, quality and fair treatment.**

*(Continued Next Page)*

# Dimension Chart of McCord Radiator Cores

Arrangement According to Thickness, Height and Width

## Tubular Type Cores, Passenger Cars, Trucks, Tractors, Buses

(Continued)

| Depth | Height | Width | Shape | McCord No. | Used On |
|---|---|---|---|---|---|
| 2 23/32" | 24 3/4" | 24" | A | R-795 | McC.-Deering |
| 2 23/32" | 25 3/8" | 28 1/2" | A | R-330 | Allis-Chalmers |
| 2 23/32" | 25 3/8" | 29" | A | R-400 | Caterpillar |
| 2 23/32" | 25 7/16" | 20" | A | R-364 | Minn. Moline |
| 2 23/32" | 25 5/8" | 28" | A | R-956 | Yellow Coach |
| 2 23/32" | 25 7/8" | 31" | A | R-375 | International |
| 2 23/32" | 26 1/8" | 28 1/2" | A | R-368 | Allis-Chalmers |
| 2 23/32" | 26 5/8" | 24 1/2" | A | R-332 | Waukesha |
| 2 23/32" | 27" | 28" | A | R-902 | Autocar |
| 2 23/32" | 27 3/16" | 24 1/2" | A | R-781 | Autocar |
| 2 23/32" | 27 7/16" | 28" | A | R-725 | Caterpillar |
| 2 23/32" | 27 3/4" | 20 1/2" | A | R-858 | Mack |
| 2 23/32" | 28" | 24" | A | R-737 | Allis-Chalmers |
| 2 23/32" | 28" | 29 1/2" | A | R-961 | Koering Gas Shovel |
| 2 23/32" | 28 1/2" | 28 1/2" | A | R-910 | Caterpillar |
| 2 23/32" | 30 1/4" | 36" | A | R-915 | Caterpillar |
| 2 23/32" | 30 3/8" | 23" | A | R-846 | Mack |
| 2 23/32" | 30 3/4" | 28" | A | R-782 | Buda |
| 2 23/32" | 31" | 33" | A | R-707 | Caterpillar |
| 2 23/32" | 33 1/2" | 39 1/4" | A | R-724 | Caterpillar |
| 2 23/32" | 35 7/8" | 35 1/2" | A | R-759 | Buda |
| 2 3/4" | 17 3/8" | 19 3/16" | A | R-116A | Studebaker 6 |
| 2 3/4" | 17 1/2" | 16 3/8" | A | R-896 | Oliver |
| 2 3/4" | 18 5/8" | 23 13/16" | A | R-67A | Nash 8 |
| 2 3/4" | 19 1/8" | 19" | A | R-43A | Ford 6 |
| 2 3/4" | 19 1/8" | 21" | A | R-35A | Ford-Mercury 8 |
| 2 3/4" | 19 1/4" | 19 1/4" | A | R-955 | Buda-Wauk. |
| 2 3/4" | 19 1/2" | 20 1/4" | A | R-916 | Case |
| 2 3/4" | 19 9/16" | 20" | A | R-46A | Ford-Mercury 8 |
| 2 3/4" | 20" | 18" | A | R-562 | Federal |
| 2 3/4" | 20 7/8" | 21" | A | R-39A | Ford-Mercury 8 |
| 2 3/4" | 20 7/8" | 21" | A | R40A | Ford-Mercury 8 |
| 2 3/4" | 21" | 18 1/8" | A | R-558 | Federal |
| 2 3/4" | 21" | 19 1/2" | M | R-559 | Federal |
| 2 3/4" | 21 5/8" | 21" | A | R-48A | Ford Truck |
| 2 3/4" | 21 5/8" | 21" | A | R-86A | Ford Truck |
| 2 3/4" | 21 3/4" | 20 13/16" | A | R-117A | Studebaker 6 |
| 2 3/4" | 22" | 19 5/8" | A | R-920 | Federal |
| 2 3/4" | 22" | 20" | A | R-525 | International |
| 2 3/4" | 22" | 22" | A | R-11 | Studebaker 8 |
| 2 3/4" | 22 1/8" | 17" | A | R-297 | Studebaker 6 |
| 2 3/4" | 22 1/4" | 19 7/8" | A | R-596 | Federal |
| 2 3/4" | 22 1/2" | 17" | A | R-27A | Ford 8 |
| 2 3/4" | 22 1/2" | 19 3/4" | A | R-28A | Ford Truck |
| 2 3/4" | 22 1/2" | 19 3/4" | A | R-33A | Ford Truck |
| 2 3/4" | 22 1/2" | 21" | A | R-36A | Ford Truck |
| 2 3/4" | 22 5/8" | 18 1/4" | A | R-12A | Chrysler 6 |
| 2 3/4" | 22 3/4" | 17" | A | R-25 | Ford Truck |
| 2 3/4" | 22 3/4" | 17" | A | R-25A | Ford 8 |
| 2 3/4" | 22 27/32" | 17 3/4" | A | R-655 | Divco |
| 2 3/4" | 23" | 15 3/4" | A | R-31A | Ford 8 |
| 2 3/4" | 23" | 15 3/4" | A | R-44A | Ford 6 |
| 2 3/4" | 23" | 17" | A | R-29A | Ford 8 |
| 2 3/4" | 23 3/16" | 20 1/8" | A | R-711 | Studebaker |
| 2 3/4" | 23 7/8" | 19 23/32" | A | R-71A | Packard 8 |
| 2 3/4" | 24 5/8" | 18 9/16" | A | R-68A | Packard 8 |
| 2 3/4" | 25" | 20 1/4" | A | R-81A | Packard 6 |
| 2 3/4" | 25 1/2" | 19 1/8" | A | R-768 | Mack |
| 2 3/4" | 25 1/2" | 20" | A | R-731 | White |
| 2 3/4" | 25 5/8" | 20 1/8" | A | R-712 | Studebaker |
| 2 3/4" | 25 11/16" | 20 1/8" | A | R-685 | Studebaker |
| 2 3/4" | 25 3/4" | 20 1/4" | A | R-80A | Packard 8 |
| 2 3/4" | 26" | 18 1/16" | A | R-73A | Packard 8 |
| 2 3/4" | 26 1/4" | 21 3/8" | A | R-918 | Diamond T |
| 2 3/4" | 27" | 20 13/16" | A | R-769 | Mack |
| 3" | 13 5/8" | 6 1/2" | A | R-129A | Car Heater Core |
| 3" | 16 1/4" | 16 1/4" | A | R-401 | McC.-Deering |
| 3" | 16 3/8" | 16 1/4" | A | R-365 | Minn.-Moline |
| 3" | 16 7/8" | 45 1/2" | A | R-403 | A.C.F.; Brill |
| 3" | 17 1/4" | 14 3/4" | A | R-353 | Hercules Power Unit |
| 3" | 17 1/4" | 20 1/4" | A | R-647 | Barber Greene |
| 3" | 17 1/4" | 20 1/4" | A | R-647 | Ross Carrier |
| 3" | 17 3/8" | 20" | A | R-371 | Huber |
| 3" | 17 1/2" | 24 3/8" | A | R-16 | Lincoln 12 |
| 3" | 17 1/2" | 25 1/4" | A | R-323A | Studebaker |
| 3" | 17 3/4" | 15 3/4" | A | R-370 | Minn.-Moline |
| 3" | 17 3/4" | 16 1/2" | A | R-962 | Graham-Bradley |
| 3" | 18" | 16 1/2" | A | R-966 | McC.-Deering |
| 3" | 18" | 22 3/8" | A | R-395 | International |
| 3" | 18 1/4" | 19 3/4" | A | R-893 | International |
| 3" | 18 1/2" | 24 7/8" | A | R-127 | Chrysler 8 |
| 3" | 18 5/8" | 20 1/2" | A | R-153 | Chrysler 8 |
| 3" | 18 11/16" | 18" | A | R-45 | Ford Truck |
| 3" | 18 3/4" | 18" | A | R-342 | Massey-Harris |
| 3" | 18 3/4" | 18 1/2" | A | R-335 | John Deere |
| 3" | 19" | 21" | A | R-994 | Chev. Truck |
| 3" | 19 1/16" | 24 3/8" | A | R-18 | Lincoln 12 |
| 3" | 19 1/16" | 26 3/8" | A | R-74 | Lincoln 12 |
| 3" | 19 1/8" | 19" | A | R-43 | Ford 6 |
| 3" | 19 1/8" | 21" | A | R-35 | Ford-Mercury 8 |
| 3" | 19 9/16" | 20" | A | R-46 | Ford-Mercury 8 |
| 3" | 20" | 19 1/16" | A | R-22 | Cadillac 8 |
| 3" | 20 1/4" | 25 5/8" | A | R-408 | White |
| 3" | 20 1/2" | 24" | A | R-968 | International |
| 3" | 20 9/16" | 19 11/16" | A | R-997 | G.M.C.; Chev. |
| 3" | 20 7/8" | 21" | A | R-39 | Ford-Mercury 8 |
| 3" | 20 7/8" | 21" | A | R-40 | Ford-Mercury 8 |
| 3" | 21" | 19 1/16" | A | R-19 | Cadillac-LaSalle |
| 3" | 21" | 24 3/8" | A | R-988 | Studebaker |
| 3" | 21 1/2" | 19 1/2" | A | R-657 | Yellow Coach |
| 3" | 21 5/8" | 21" | A | R-48 | Ford Truck |
| 3" | 21 5/8" | 21" | A | R-86 | Ford Truck |
| 3" | 22" | 30" | A | R-334 | Flexible Bus |
| 3" | 22 1/8" | 18 1/2" | A | R-115 | Buick 8 |
| 3" | 22 1/4" | 19 7/8" | A | R-670 | Federal |
| 3" | 22 1/4" | 24 1/2" | A | R-733 | Caterpillar |

**McCord cores always give you proper, required cooling capacity. You can always depend on McCord cores.**

*(Continued Next Page)*

# Dimension Chart of McCord Radiator Cores

Arrangement According to Thickness, Height and Width

## Tubular Type Cores, Passenger Cars, Trucks, Tractors, Buses

(Continued)

| Depth | Height | Width | Shape | McCord No. | Used on |
|---|---|---|---|---|---|
| 3″ | 22½″ | 17″ | A | **R-27** | Ford 8 |
| 3″ | 22½″ | 18″ | A | **R-895** | G. M. C. |
| 3″ | 22½″ | 19¾″ | A | **R-28** | Ford Truck |
| 3″ | 22½″ | 19¾″ | A | **R-33** | Ford Truck |
| 3″ | 22½″ | 19¾″ | A | **R-682** | Ford Truck |
| 3″ | 22½″ | 19¾″ | A | **R-683** | Ford Truck |
| 3″ | 22½″ | 20⅝″ | A | **R-49** | Ford Truck |
| 3″ | 22½″ | 21″ | A | **R-36** | Ford Truck |
| 3″ | 22⅝″ | 18⅜″ | A | **R-362** | International |
| 3″ | 22¾″ | 21″ | A | **R-699** | International |
| 3″ | 23″ | 15¾″ | A | **R-31** | Ford 8 |
| 3″ | 23″ | 15¾″ | A | **R-44** | Ford 6 |
| 3″ | 23″ | 17″ | A | **R-29** | Ford 8 |
| 3″ | 23″ | 23⅝″ | A | **R-410** | G. M. C. |
| 3″ | 23¼″ | 19¾″ | A | **R-70A** | Studebaker 8 |
| 3″ | 23⅜″ | 22⅜″ | A | **R-650** | International |
| 3″ | 23½″ | 21″ | A | **R-382** | Chrysler Indus. Eng. |
| 3″ | 23¾″ | 19″ | A | **R-352** | Herc. Power Unit |
| 3″ | 23¾″ | 20¼″ | A | **R-721** | Cletrac |
| 3″ | 23¾″ | 22½″ | A | **R-85** | Ford Truck |
| 3″ | 23¾″ | 22½″ | A | **R-92** | Ford Truck |
| 3″ | 23¾″ | 24″ | A | **R-973** | Twin CoachBus |
| 3″ | 23²⁷⁄₃₂″ | 19½″ | A | **R-594** | G. M. C. |
| 3″ | 23⅞″ | 18¾″ | A | **R-929** | Reo |
| 3″ | 23⅞″ | 22″ | A | **R-908** | Brockway |
| 3″ | 24″ | 21⅞″ | A | **R-735** | International |
| 3″ | 24⅛″ | 19⅜″ | A | **R-980** | G. M. C. |
| 3″ | 24⅛″ | 25″ | A | **R-748** | International |
| 3″ | 24³⁄₁₆″ | 24″ | A | **R-325** | International |
| 3″ | 24¼″ | 20¹³⁄₁₆″ | A | **R-907** | Autocar |
| 3″ | 24⅜″ | 19½″ | A | **R-752** | G. M. C. |
| 3″ | 24⅜″ | 23″ | A | **R-954** | Brockway |
| 3″ | 24¹³⁄₃₂″ | 19½″ | A | **R-563** | G. M. C. |
| 3″ | 24½″ | 18″ | A | **R-979** | G.M.C.-Yellow Coa. |
| 3″ | 24¾″ | 21¼″ | A | **R-827** | White |
| 3″ | 24¹³⁄₁₆″ | 19½″ | A | **R-705** | G. M. C. |
| 3″ | 24⅞″ | 21⅜″ | A | **R-798** | White |
| 3″ | 24⅞″ | 24″ | A | **R-899** | International |
| 3″ | 25″ | 22⅜″ | A | **R-411** | Ford |
| 3″ | 25″ | 24⅜″ | A | **R-812** | Cletrac |
| 3″ | 25¹⁄₁₆″ | 22″ | A | **R-949** | Brockway |
| 3″ | 25⅛″ | 30⅜″ | B | **R-651** | White |
| 3″ | 25¼″ | 20″ | A | **R-730** | White |
| 3″ | 25½″ | 19″ | A | **R-927** | Mack |
| 3″ | 25½″ | 20⅝″ | A | **R-751** | Diamond T |
| 3″ | 25½″ | 20⅝″ | A | **R-811** | Diamond T |
| 3″ | 25½″ | 24¾″ | A | **R-904** | Autocar |
| 3″ | 25⅝″ | 20⅛″ | A | **R-713** | Studebaker |
| 3″ | 25¹¹⁄₁₆″ | 20⅛″ | A | **R-684** | Studebaker |
| 3″ | 26¹⁄₁₆″ | 19½″ | A | **R-784** | G. M. C. |
| 3″ | 26¼″ | 19″ | A | **R-746** | Diamond T |
| 3″ | 26⅜″ | 21″ | A | **R-797** | G. M. C. |
| 3″ | 26½″ | 21″ | A | **R-47** | Ford Truck |
| 3″ | 26½″ | 21″ | A | **R-402** | Reo |
| 3″ | 26¾″ | 23″ | A | **R-661** | Diamond T |
| 3″ | 27″ | 21″ | A | **R-319** | Mack |
| 3″ | 27″ | 21″ | A | **R-785** | G. M. C. |

| Depth | Height | Width | Shape | McCord No. | Used On |
|---|---|---|---|---|---|
| 3″ | 27⅜″ | 24⅜″ | A | **R-727** | Autocar |
| 3″ | 27⅞″ | 24″ | A | **R-816** | Allis-Chalmers |
| 3″ | 28″ | 24″ | A | **R-989** | International-Fitzjohn |
| 3″ | 28″ | 25⅝″ | A | **R-336** | International |
| 3″ | 28″ | 35″ | A | **R-971** | Mack |
| 3″ | 28¼″ | 25⅝″ | A | **R-347** | Mack |
| 3″ | 28½″ | 21″ | A | **R-853** | Mack |
| 3″ | 28⅝″ | 26″ | A | **R-972** | G.M.C.-Yellow Coa. |
| 3″ | 29¼″ | 24″ | A | **R-805** | White |
| 3″ | 30¾″ | 25⅞″ | A | **R-841** | Mack |
| 3″ | 31″ | 25″ | A | **R-380** | Aero Coach |
| 3″ | 31½″ | 25⁵⁄₁₆″ | A | **R-946** | Waukesha |
| 3″ | 33″ | 32½″ | A | **R-308** | Buda |
| 3″ | 36″ | 21″ | A | **R-327** | Mack |
| 3″ | 36″ | 22⅜″ | A | **R-406** | White |
| 3¼″ | 25″ | 20¼″ | A | **R-119A** | Packard 8 |
| 3¼″ | 25³⁄₁₆″ | 20¾″ | A | **R-560** | Federal |
| 3¼″ | 25¾″ | 20¼″ | A | **R-79A** | Packard 8 |
| 3⅝″ | 18¹¹⁄₁₆″ | 25¾″ | A | **R-82A** | Lincoln 8 |
| 3⅝″ | 19⅞″ | 17½″ | A | **R-571** | Fordson |
| 3⅝″ | 20½″ | 15″ | A | **R-681** | Case |
| 3⅝″ | 20¹¹⁄₁₆″ | 16½″ | A | **R-363** | Minn.-Moline |
| 3⅝″ | 26″ | 26″ | A | **R-392** | Caterpillar |
| 3⅝″ | 28½″ | 30″ | A | **R-940** | Walter Snow Plow |
| 3⅝″ | 29″ | 28½″ | A | **R-372** | Kenworth |
| 3⅝″ | 30″ | 28″ | A | **R-796** | Yellow Coach |
| 3⅝″ | 30″ | 30″ | A | **R-689** | Allis-Chalmers |
| 3⅝″ | 30″ | 39⅛″ | A | **R-740** | A. C. F. |
| 3⅝″ | 30⅛″ | 26½″ | A | **R-666** | Mack |
| 3⅝″ | 32″ | 32″ | A | **R-720** | Cletrac |
| 3⅝″ | 33″ | 29½″ | A | **R-947** | Waukesha |
| 3⅝″ | 33¼″ | 27½″ | A | **R-664** | Mack |
| 3⅝″ | 36″ | 33″ | A | **R-948** | Waukesha |
| 3¾″ | 17½″ | 24⅜″ | A | **R-9** | Lincoln 12 |
| 3¾″ | 20⅜″ | 21″ | A | **R-829** | G. M. C. |
| 3¾″ | 21⅞″ | 39¹¹⁄₁₆″ | A | **R-360** | A. C. F.; Brill |
| 3¾″ | 22″ | 31″ | A | **R-985** | G. M. C. |
| 3¾″ | 22¼″ | 19⅞″ | A | **R-742** | Federal |
| 3¾″ | 22¼″ | 31″ | A | **R-981** | G. M. C. |
| 3¾″ | 22⅜″ | 29¼″ | A | **R-974** | Twin Coach |
| 3¾″ | 22¾″ | 20″ | A | **R-388** | Dodge Truck |
| 3¾″ | 22⅞″ | 25″ | A | **R-389** | Dodge Truck |
| 3¾″ | 23″ | 19½″ | A | **R-975** | G.M.C., Yellow Coa.,, Grey. Bus |
| 3¾″ | 23″ | 23⅝″ | A | **R-409** | G. M. C. |
| 3¾″ | 23½″ | 20⅝″ | A | **R-794** | Yellow Coach |
| 3¾″ | 23⅝″ | 23⅝″ | A | **R-938B** | Twin Coach |
| 3¾″ | 23¾″ | 20″ | A | **R-329** | Cletrac |
| 3¾″ | 24″ | 19¾″ | A | **R-77** | Packard 8 |
| 3¾″ | 24″ | 29½″ | A | **R-984** | G.M.C., Yellow Coa., Grey. Bus |
| 3¾″ | 24⅜″ | 18⁹⁄₁₆″ | A | **R-20** | Packard 8 |
| 3¾″ | 24⅜″ | 23″ | A | **R-953** | Brockway |
| 3¾″ | 24½″ | 21″ | A | **R-407** | White |
| 3¾″ | 24¾″ | 21¼″ | A | **R-827B** | White |
| 3¾″ | 24⅞″ | 19″ | A | **R-992** | Dodge Truck |

**Satisfied customers are your best business insurance. McCord dependable cores insure satisfied customers. They cool properly.**

*(Continued Next Page)*

# Dimension Chart of McCord Radiator Cores

Arrangement According to Thickness, Height and Width

## Tubular Type Cores, Passenger Cars, Trucks, Tractors, Buses

(Continued)

| Depth | Height | Width | Shape | McCord No. | Used On |
|---|---|---|---|---|---|
| 3¾″ | 25″ | 22⅜″ | A | R-807 | Ford Truck, 8-Bus |
| 3¾″ | 25⅜″ | 19⅞″ | A | R-804 | Federal |
| 3¾″ | 25 7/16″ | 19″ | A | R-690 | Dodge Truck |
| 3¾″ | 25½″ | 24¾″ | A | R-905 | Autocar |
| 3¾″ | 25⅝″ | 19⅜″ | A | R-338 | Reo |
| 3¾″ | 25⅝″ | 20⅛″ | A | R-714 | Studebaker |
| 3¾″ | 25⅝″ | 21″ | A | R-595 | G. M. C. |
| 3¾″ | 25⅝″ | 25½″ | A | R-391 | Speed Sprayer |
| 3¾″ | 25 11/16″ | 20⅛″ | A | R-588 | Studebaker |
| 3¾″ | 25¾″ | 19 11/16″ | A | R-125 | Packard 8 |
| 3¾″ | 26″ | 22½″ | A | R-572 | Yellow Coach |
| 3¾″ | 26″ | 23″ | A | R-952 | Brockway |
| 3¾″ | 26″ | 34″ | A | R-379 | Beck Bus |
| 3¾″ | 26⅛″ | 23″ | A | R-572 | G. M. C. |
| 3¾″ | 26⅜″ | 21″ | A | R-320 | G. M. C. |
| 3¾″ | 26 7/16″ | 21⅜″ | A | R-771 | G. M. C. |
| 3¾″ | 26½″ | 21″ | A | R-851 | G. M. C. |
| 3¾″ | 26½″ | 24¾″ | A | R-906 | Autocar |
| 3¾″ | 27⅛″ | 22″ | A | R-736 | Reo |
| 3¾″ | 27⅜″ | 25⅝″ | A | R-942 | Ward-LaFrance |
| 3¾″ | 27½″ | 20½″ | A | R-828 | White |
| 3¾″ | 28¼″ | 25⅝″ | A | R-405 | Mack |
| 3¾″ | 28⅜″ | 33⅛″ | A | R-814 | Yel. Coach Greyhound Bus |
| 3¾″ | 28 7/16″ | 35″ | A | R-813 | Yel. Coach Greyhound Bus |
| 3¾″ | 28½″ | 25⅝″ | A | R-969 | Yellow Coach |
| 3¾″ | 28½″ | 26⅜″ | A | R-381 | Bay City Shovel |
| 3¾″ | 29″ | 21″ | A | R-993 | G. M. C. |
| 3¾″ | 29″ | 26½″ | A | R-921 | Federal |
| 3¾″ | 29¼″ | 25⅝″ | A | R-978 | Yellow Coach G. M. C. |
| 3¾″ | 30⅜″ | 21½″ | A | R-821 | Mack |
| 3¾″ | 30½″ | 30½″ | A | R-390 | Mack |
| 3¾″ | 34½″ | 24⅜″ | A | R-384 | Diamond T |
| 3¾″ | 55⅝″ | 5 11/16″ | A | R-314 | LeRoi-Waukesha |
| 3 29/32″ | 19⅜″ | 3¾″ | A | R-130A | Car Heater Core |
| 4 17/32″ | 29″ | 28½″ | A | R-373 | Kenworth |
| 4 17/32″ | 36″ | 28½″ | A | R-374 | Kenworth |
| 4 17/32″ | 36 7/16″ | 24½″ | A | R-386 | Peterbilt |
| 4 17/32″ | 36 7/16″ | 24½″ | A | R-387 | Peterbilt |
| 4 17/32″ | 37½″ | 28″ | A | R-385 | Peterbilt |
| 4⅝″ | 55⅜″ | 5⅝″ | A | R-313 | Le Roi-Wauk. |

## Cellular Type Cores, Passenger Cars, Trucks, Tractors, Buses

| Depth | Height | Width | Shape | McCord No. | Used On |
|---|---|---|---|---|---|
| 2″ | 12 15/16″ | 11¾″ | A | R-398 | Kohler Light. System |
| 2″ | 13¾″ | 19 11/16″ | A | R-1691 | Willys |
| 2″ | 15¾″ | 19 11/16″ | A | R-1673 | Willys |
| 2″ | 16¼″ | 21″ | A | R-960 | Clark Loader |
| 2″ | 16¾″ | 15⅝″ | A | R-1539 | Willys |
| 2″ | 17¾″ | 23″ | A | R-1677 | Chev.-Kaiser |
| 2″ | 17⅞″ | 22″ | A | R-396A | Stude. Truck |
| 2″ | 19″ | 19 11/16″ | A | R-1664 | Chev.-Divco |
| 2″ | 20¼″ | 17⅛″ | A | R-766 | Mack |
| 2″ | 20 11/16″ | 19 11/16″ | A | R-995 | Chev. Truck G.M.C. |
| 2″ | 20 15/16″ | 19 13/32″ | A | R-593 | G. M. C. |
| 2″ | 21 3/16″ | 18⅞″ | A | R-642 | Dodge Truck |
| 2″ | 21½″ | 17⅛″ | A | R-1059 | Chevrolet 4 |
| 2″ | 21 11/16″ | 18″ | A | R-1678 | Kaiser-Frazer |
| 2″ | 21 15/16″ | 17½″ | A | R-1537 | Plymouth |
| 2″ | 22″ | 16¾″ | A | R-1586 | Chevrolet |
| 2″ | 22″ | 18″ | A | R-1604 | Graham 6 |
| 2″ | 22⅛″ | 21⅞″ | A | R-1679 | Buick 8-Pontiac 6 |
| 2″ | 22⅜″ | 18 9/16″ | A | R-1675 | Buick 8 |
| 2″ | 22⅜″ | 20″ | D | R-543 | Dodge Truck |
| 2″ | 22½″ | 18″ | A | R-802 | Chev. Truck-G. M. C. |
| 2″ | 22⅝″ | 18 9/16″ | A | R-1665 | Buick 8 |
| 2″ | 23¼″ | 16¼″ | A | R-1115 | Chevrolet 4 |
| 2″ | 23¼″ | 19 11/16″ | A | R-1601 | Oldsmobile 6 |
| 2″ | 23⅝″ | 18″ | A | R-1584 | Buick 8-Oldsmobile 6 |
| 2″ | 23¾″ | 17 5/16″ | A | R-579 | Chev. Truck |
| 2″ | 23¾″ | 17 5/16″ | A | R-1406 | Chevrolet |
| 2″ | 23 13/16″ | 18⅛″ | A | R-1152 | Chevrolet |
| 2″ | 24″ | 17 7/16″ | A | R-1645 | Buick 8 |
| 2″ | 24″ | 18″ | A | R-1613 | Pontiac 6 |
| 2″ | 24″ | 20¼″ | A | R-1652 | Oldsmobile 6-Pontiac 6 |
| 2″ | 24″ | 22″ | A | R-950 | Brockway |
| 2″ | 24¼″ | 17¼″ | A | R-1379 | Chevrolet |
| 2″ | 24¼″ | 17 5/16″ | A | R-528 | Chev. Truck |
| 2″ | 24½″ | 17 7/16″ | A | R-1609 | Buick 8 |
| 2″ | 24⅝″ | 18 9/16″ | A | R-1654 | Packard 6 |
| 2″ | 24⅞″ | 18 19/32″ | A | R-1625 | Packard 6 |
| 2″ | 25″ | 18⅞″ | A | R-582 | Dodge-Reo |
| 2⅛″ | 20″ | 15¼″ | A | R-1462 | Chevrolet |
| 2⅛″ | 20¼″ | 17⅛″ | A | R-695 | Mack-Reo |
| 2⅛″ | 21⅝″ | 18″ | A | R-1523 | Buick 8-G. M. C. |
| 2⅛″ | 20¾″ | 19⅞″ | A | R-1596 | Hudson 6 |
| 2⅛″ | 21 3/16″ | 19⅞″ | A | R-1577 | Hudson 6 |
| 2⅛″ | 21⅝″ | 19 5/16″ | A | R-1565 | Hudson 6 |
| 2⅛″ | 22¼″ | 16 7/16″ | A | R-1461 | Chevrolet |
| 2⅛″ | 22⅜″ | 18″ | A | R-1562 | Buick 8-Grah. Pontiac 6 |
| 2⅛″ | 22½″ | 18″ | A | R-1521 | Oldsmobile 6 Graham 6 |
| 2⅛″ | 23½″ | 16 7/16″ | A | R-589 | G. M. C. Chev. Truck |
| 2⅛″ | 24½″ | 15¾″ | A | R-1533 | Pontiac 6 |
| 2¼″ | 7⅝″ | 7⅝″ | A | R-1680 | Car Heat. Core |
| 2¼″ | 14 9/16″ | 12⅛″ | A | R-1669 | Bantam |
| 2¼″ | 15⅞″ | 19″ | A | R-1684 | Willys |
| 2¼″ | 16¾″ | 15½″ | A | R-1589 | Willys |
| 2¼″ | 18⅜″ | 19″ | A | R-1509 | Plymouth |
| 2¼″ | 18 9/16″ | 19 1/32″ | A | R-1475 | Plymouth |
| 2¼″ | 18 9/16″ | 19½″ | A | R-1454 | Plymouth |

**McCord cores are low priced—of the highest quality—developed from over forty-two years engineering and manufacturing experience.**

*(Continued Next Page)*

# Dimension Chart of McCord Radiator Cores

Arrangement According to Thickness, Height and Width

## Cellular Type Cores, Passenger Cars, Trucks, Tractors, Buses

(Continued)

| Depth | Height | Width | Shape | McCord No. | Used On |
|---|---|---|---|---|---|
| 2¼″ | 18 9/16″ | 20⅝″ | A | **R-1703** | Plymouth |
| 2¼″ | 18 15/16″ | 19″ | A | **R-1498** | Plymouth |
| 2¼″ | 19″ | 18 1/16″ | A | **R-1622** | Studebaker 6 |
| 2¼″ | 19⅜″ | 18¾″ | A | **R-1580** | Plymouth |
| 2¼″ | 19½″ | 20¼″ | A | **R-1696** | Dodge |
| 2¼″ | 20″ | 20½″ | A | **R-1690** | Plymouth |
| 2¼″ | 20¼″ | 17⅛″ | A | **R-767** | Mack |
| 2¼″ | 20 5/16″ | 19 15/16″ | A | **R-1655** | Plymouth |
| 2¼″ | 21″ | 18⅛″ | A | **R-696** | Reo |
| 2¼″ | 21 3/16″ | 18⅞″ | A | **R-581** | Dodge Truck |
| 2¼″ | 21 9/16″ | 16½″ | A | **R-1554** | Plymouth |
| 2¼″ | 21 15/16″ | 17½″ | A | **R-1536** | Plymouth |
| 2¼″ | 22⅜″ | 20″ | D | **R-590** | Dodge Truck |
| 2¼″ | 22¾″ | 20⅝″ | A | **R-304** | Dodge Truck |
| 2¼″ | 24¾″ | 19″ | A | **R-1607** | Packard 6 |
| 2¼″ | 25″ | 18⅞″ | A | **R-583** | Dodge-Fargo-Mack-Reo |
| 2¼″ | 25 1/16″ | 18⅝″ | A | **R-760** | Dodge Truck-Ply. Truck |
| 2½″ | 7¾″ | 7¾″ | A | **R-1681** | Car Heat. Core |
| 2½″ | 15¾″ | 19¾″ | A | **R-919** | Diamond T |
| 2½″ | 18 9/16″ | 20⅝″ | A | **R-1702** | Dodge |
| 2½″ | 19¼″ | 18 15/16″ | A | **R-644** | Dodge Truck |
| 2½″ | 19⅝″ | 18 15/16″ | A | **R-1468** | Dodge Truck |
| 2½″ | 20″ | 20½″ | A | **R-1683** | Chry.-DeSoto-Dod.-Ply. 6 |
| 2½″ | 20 1/16″ | 17⅛″ | A | **R-1048** | Chevrolet 4 |
| 2½″ | 20⅜″ | 16¾″ | A | **R-788** | Ply. Truck |
| 2½″ | 20½″ | 18¼″ | A | **R-1608** | Plymouth |
| 2½″ | 20⅞″ | 17⅞″ | A | **R-652** | Reo |
| 2½″ | 21″ | 19¼″ | A | **R-1633** | Dodge |
| 2½″ | 21⅛″ | 18 15/16″ | A | **R-1497** | Plymouth |
| 2½″ | 21⅛″ | 21 15/16″ | A | **R-1694** | Oldsmobile 8 |
| 2½″ | 21 3/16″ | 17″ | A | **R-697** | Dodge Truck-Ply. Truck |
| 2½″ | 21¾″ | 18″ | A | **R-698** | G. M. C. |
| 2½″ | 22″ | 16¾″ | A | **R-1631** | Chevrolet |
| 2½″ | 22″ | 18″ | A | **R-1621** | Graham 6 |
| 2½″ | 22⅛″ | 21⅞″ | A | **R-1674** | Olds. 6 & 8-Pontiac 8 |
| 2½″ | 22⅜″ | 20″ | D | **R-591** | Dodge Truck |
| 2½″ | 22½″ | 18″ | A | **R-1620** | G. M. C. |
| 2½″ | 22½″ | 18 9/16″ | A | **R-1676** | Buick 8 |
| 2½″ | 22¾″ | 20⅝″ | A | **R-361** | Dodge Truck |
| 2½″ | 23¼″ | 19 11/16″ | A | **R-1602** | G. M. C.<br>Oldsmobile 8<br>Yellow Coa. |
| 2½″ | 24″ | 20¼″ | A | **R-1653** | Oldsmobile 8<br>Pontiac 8<br>Reo |
| 2½″ | 24″ | 22″ | A | **R-951** | Brockway |
| 2½″ | 24½″ | 15¾″ | B | **R-1535** | Pontiac 8 |
| 2½″ | 24¾″ | 19″ | A | **R-1590** | Packard 6 |
| 2½″ | 24⅞″ | 18 19/32″ | A | **R-1626** | Packard 8 |
| 2½″ | 25″ | 18⅞″ | A | **R-592** | Dodge-Reo |
| 2½″ | 25 1/16″ | 18⅝″ | A | **R-693** | Dodge Truck |
| 2¾″ | 18 9/16″ | 20⅝″ | A | **R-1701** | Chry., DeSo. 6 |
| 2¾″ | 19″ | 20″ | A | **R-1663** | Plymouth |
| 2¾″ | 19 1/16″ | 20½″ | A | **R-1650** | Dodge |
| 2¾″ | 20″ | 20½″ | A | **R-1693** | DeSoto 6 |
| 2¾″ | 20¼″ | 17¾″ | A | **R-343** | Herc. Power Unit |
| 2¾″ | 21″ | 17⅜″ | A | **R-1672** | Kaiser-Frazer |
| 2¾″ | 21″ | 22⅜″ | A | **R-1671** | Kaiser-Frazer |
| 2¾″ | 21⅛″ | 20″ | A | **R-653** | Stewart |
| 2¾″ | 22¾″ | 20⅝″ | A | **R-309** | Dodge Truck |
| 2¾″ | 24¼″ | 17 7/32″ | A | **R-1566** | Packard 6 & 8 |
| 2¾″ | 25 1/16″ | 18⅝″ | A | **R-302** | Dodge Truck |
| 3″ | 17¼″ | 17¼″ | A | **R-399** | Kohler Light. System |
| 3″ | 19″ | 19 11/16″ | A | **R-1670** | Chevrolet |
| 3″ | 19″ | 21 13/16″ | A | **R-1667** | DeSoto-Chrysler 6 |
| 3″ | 19⅛″ | 18¾″ | A | **R-1582** | Dodge |
| 3″ | 19⅛″ | 20″ | A | **R-933** | Stewart |
| 3″ | 19¼″ | 20½″ | A | **R-1647** | DeSoto-Chrysler 6 |
| 3″ | 20″ | 20½″ | A | **R-1689** | DeSoto-Chrysler 6 |
| 3″ | 20⅝″ | 20″ | A | **R-930** | Stewart |
| 3″ | 20 11/16″ | 19 11/16″ | A | **R-996** | Chevrolet-G. M. C. |
| 3″ | 21″ | 18⅜″ | A | **R-1636** | DeSoto |
| 3″ | 21″ | 19¼″ | A | **R-1599** | Cadillac 8 |
| 3″ | 21″ | 21 15/16″ | A | **R-1630** | Hudson 8 |
| 3″ | 21 3/16″ | 17″ | A | **R-1583** | Dodge |
| 3″ | 21 3/16″ | 19¼″ | A | **R-1632** | Chrysler 6 |
| 3″ | 21⅝″ | 18″ | A | **R-1526** | Buick 8-G. M. C. |
| 3″ | 21 15/16″ | 18½″ | A | **R-1493** | Dodge |
| 3″ | 22″ | 17″ | A | **R-1528** | Dodge |
| 3″ | 22″ | 18″ | A | **R-1598** | Buick 8 |
| 3″ | 22″ | 20 5/16″ | A | **R-1595** | Hudson 8 |
| 3″ | 22⅛″ | 21 15/16″ | A | **R-1692** | Buick 8 |
| 3″ | 22½″ | 18″ | A | **R-1522** | Buick-Chev.-G.M.C.-LaSa. Olds.-Pontiac |
| 3″ | 22 17/32″ | 18 15/16″ | A | **R-1474** | LaSalle 8 |
| 3″ | 22⅝″ | 18 9/16″ | A | **R-1666** | Buick 8 |
| 3″ | 22¾″ | 20⅝″ | A | **R-306** | Dodge Truck |
| 3″ | 23″ | 18″ | A | **R-1605** | LaSalle |
| 3″ | 23½″ | 16 7/16″ | A | **R-662** | Chevrolet-G. M. C.-Yellow Coa. |
| 3″ | 24″ | 16 5/16″ | A | **R-1610** | Buick 8 |
| 3″ | 24″ | 17 7/16″ | A | **R-1646** | Buick 8 |
| 3″ | 24″ | 18″ | A | **R-1614** | Pontiac 8 |
| 3″ | 24¾″ | 18⅝″ | A | **R-1603** | Packard 8 |
| 3″ | 25 1/16″ | 18⅝″ | A | **R-694** | Dodge-Fargo |
| 3″ | 25½″ | 17 7/16″ | A | **R-1634** | Oldsmobile 8 |
| 3¼″ | 21 3/16″ | 17″ | A | **R-1553** | Dodge |
| 3¼″ | 21 3/16″ | 19 15/16″ | A | **R-1587** | Chrysler 6-DeSoto |
| 3¼″ | 21¼″ | 17¼″ | A | **R-1569** | Chrysler 6 |

**Don't risk ruining an expensive power plant with an inferior replacement radiator core. Play safe with McCord dependable cores.**

*(Continued next page)*

# Dimension Chart of McCord Radiator Cores

## Cellular Type Cores, Passenger Cars, Trucks, Tractors, Buses

Arrangement According to Thickness, Height and Width

(Continued)

| Depth | Height | Width | Shape | McCord No. | Used On |
|---|---|---|---|---|---|
| 3 1/4″ | 22 3/8″ | 19 15/16″ | A | **R-1611** | DeSoto |
| 3 1/4″ | 22 3/4″ | 20 5/8″ | A | **R-397** | Dodge Truck |
| 3 1/4″ | 23 7/8″ | 17 3/16″ | A | **R-1651** | Graham |
| 3 1/4″ | 24 1/4″ | 16 7/8″ | A | **R-1575** | Packard 8 |
| 3 1/4″ | 24 1/4″ | 17 7/32″ | A | **R-1517** | Packard 8 |
| 3 1/2″ | 15″ | 27″ | A | **R-1612** | Oldsmobile 8 |
| 3 1/2″ | 20 5/8″ | 20″ | A | **R-931** | Stewart |
| 3 1/2″ | 21 3/16″ | 19 11/16″ | A | **R-1576** | Hudson 8 |
| 3 1/2″ | 21 1/4″ | 19 15/16″ | A | **R-1606** | Chrysler 6-DeSoto |
| 3 1/2″ | 21 5/8″ | 19 1/2″ | A | **R-1550** | Hudson 8 |
| 3 1/2″ | 22″ | 18″ | A | **R-1563** | Buick 8 |
| 3 1/2″ | 22 3/4″ | 20 5/8″ | A | **R-354** | Dodge Truck |
| 3 1/2″ | 23″ | 18″ | A | **R-1564** | Buick 8<br>Cad. 8 & 12-LaSalle 8 |
| 4″ | 20 5/8″ | 20″ | A | **R-932** | Stewart |
| 4″ | 23″ | 18″ | A | **R-1567** | Cadillac 8 |
| 4″ | 23″ | 19 1/4″ | A | **R-1568** | Cadillac 8 & 12 |
| 4″ | 23″ | 21″ | A | **R-1437** | Cadillac 8 & 12-LaSalle |

# Complete Numerical List McCord Radiator Cores

| McCord Core No. | Name of Car |
|---|---|
| TUBULAR PASSENGER CAR CORES | |
| **R2—** | Nash 6 and 8, 37-39 |
| **R7—** | Stude. 6, 38 |
| **R9—** | Linc.-Zephr. 38 to Early 39 |
| **R10—** | Stude. 6, 39-40 |
| **R11—** | Stude. 8, 39-40 |
| **R12A** | Chrysler 6, 39 |
| **R15—** | Na.-Laf. 6-8, Early 40 |
| **R15A** | Na.-Laf. 6-8, Late 40 |
| **R16—** | Zephyr 12, Late 39 |
| **R18—** | Zephyr 12, 40-41 |
| **R19—** | Cad., LaSal. 8, 40-48 |
| **R20—** | Packard 8, 40-41 |
| **R22—** | Cadillac 8, 39 |
| **R23—** | Ford 4, 28-29 |
| **R23T** | Ford 4, 28-29 |
| **R24—** | Ford 4, 30-31 |
| **R24T** | Ford 4, 30-31 |
| **R25—** | Ford 8, 33-34 |
| **R25A** | Ford 8, 33-34 |
| **R27—** | Ford 8, 35 |
| **R27A** | Ford 8, 35 |
| **R28—** | Ford Tr. 35 |
| **R28A** | Ford Tr. 35 |
| **R29—** | Ford 8, 36 |
| **R29A** | Ford 8, 36 |
| **R31—** | Ford 8, 85, 37-38; Std. 39 |
| **R31A** | Ford 8, 85, 37-38; Std. 39 |
| **R32—** | Ford 8, 60, 37-39 |
| **R32A** | Ford 8, 60, 37-39 |
| **R33—** | Ford Tr. 8, 1½ Ton 36-39 |
| **R33A** | Ford Tr. 8, 1½ Ton, 36-39 |
| **R34—** | Ford 8, 60, 85, 37-39 |
| **R34A** | Ford 8-60-85, Pickup 37-39 |
| **R35—** | Ford and Merc. 8, 39-40 |
| **R35A** | Ford and Merc. 8, 39-40 |
| **R36—** | Ford Bus 8, 1½ Ton, 40-41 |
| **R36A** | Ford Bus 8, 1½ Ton, 40-41 |
| **R37—** | Ford Tr. 8, 60, 85, ¾-1 Ton, 40-41 |
| **R37A** | Ford Tr. 8, 60, 85, ¾-1 Ton, 40-41 |
| **R38—** | Ford 8, 60, 40 |
| **R38A** | Ford 8, 60, 40 |
| **R39—** | Ford and Merc. 8, Early 41 |
| **R39A** | Ford and Merc. 8, Early 41 |
| **R40—** | Ford and Merc. 8, Late 41 |
| **R40A** | Ford and Merc. 8, Late 41 |
| **R43—** | Ford 6, 41 |
| **R43A** | Ford 6, 41 |
| **R44—** | Ford 6, 42-48 |
| **R44A** | Ford 6, 42-48 |
| **R45—** | Ford Tr. 6, ½ Ton, 41 |
| **R46—** | Ford and Merc. 8, 42-48 |
| **R46A** | Ford and Merc. 8, 42-48 |
| **R47—** | Ford Tr. 8, H.D., 40-41 |
| **R48—** | Ford Tr. 8, 90, 100, 1½ Ton, 42-47 |
| **R48A** | Ford Tr. 8, 90, 100, 1½ Ton, 42-47 |
| **R49—** | Ford Tr. 8, 1½ Ton, Spec. H.D. 40-41 |
| **R50—** | Ford Tr. 8, Comm.; ¾-1 Ton, 42-47 |
| **R50A** | Ford Tr. 8, Comm.; ¾-1 Ton, 42-47 |
| **R58—** | Ford 6, 49-51 |
| **R58A** | Ford 6, 49-51 |
| **R59—** | Ford 8, 49-51 |
| **R59A** | Ford 8, 49-51 |
| **R60—** | Ford Tr. 6-8, 95, ½-¾ Ton, 48-50 |
| **R60A** | Ford Tr. 6-8, 95, ½-¾ Ton, 48-50 |
| **R65A** | Nash 6, 41-49 |
| **R66A** | Nash 6, 41-49 |
| **R67A** | Nash 8, 41-42 |
| **R68A** | Packard 8, 41 |
| **R69A** | Stude. 6, 41-46 |
| **R70A** | Stude. 8, 41-42 |
| **R71A** | Packard 8, 41 |
| **R72A** | Packard 6, 42-47 |
| **R73A** | Packard 8, 42-47 |
| **R74—** | Linc.-Zephr. 12, 42-48 |
| **R75A—** | Stude. 6, Champ., 47-48 |
| **R76A** | Stude. 6, Comm., 47-48 |
| **R77—** | Packard 8, 42-47 |

**McCord's reputation is your protection and your customer's assurance of a satisfactory radiator, that will cool without risk of ruining an expensive motor.**

# Complete Numerical List McCord Radiator Cores

(Continued)

| McCord Core No. | Name of Car |
|---|---|
| R78A | Hudson 6-8, (Exc. Pace Maker) 48-51 |
| R79A | Packard 8, 48 |
| R80A | Packard 8, 48 |
| R81A | Packard 6, 48 |
| R82A | Linc.-Zephr. 8, 49-51 |
| R83— | Crosley, 47-50 |
| R84— | Mercury, 49 |
| R84A | Mercury, 49 |
| R85— | Ford Tr., 8-F7-F8 48-50 |
| R86— | Ford Tr., 6-8 F4-F6 48-50 |
| R86A | Ford Tr., 6-8 F4-F6 48-50 |
| R91— | Mercury, 50-51 |
| R91A | Mercury, 50-51 |
| R-92 | Ford Tr. 8-F7-F8 51 |
| R115— | Buick 70, 48-49 |
| R116A | Stude. 6, Champ. 49 |
| R117A | Stude. 6, Comm., 49 |
| R118A | Nash 6, Amb Late, 49-51 |
| R119A | Packard 8, Super, 49-50 |
| R121A | Cadillac 8, 49-51 |
| R122A | Stude. 6, Champ. 50 |
| R123A | Stude. 6, Comm. 50 |
| R124A | Hudson 6, Pacemaker 50-51 |
| R125— | Packard 8, Custom, 48-50 |
| R126A | Packard 8, Std. (with Oil Cool.) 49-50 |
| R127— | Chrysler 8, 49-50 |
| R128A | Packard 8, Std. (w/o Oil Cool.) 49-50 |
| R129A | Nash Car Htr. Core |
| R130A | Nash Car Htr. Core |
| R131— | British Austin 48-49 |
| R132— | Packard 8, Std. 2306 (Modine Equipped) 49-50 |
| R133— | Packard 8, Std. 2301 (Modine Equipped) 49-50 |
| R135A | Nash 6, (600 & States.) Late 50-51 |
| R137— | Packard 8, 2401, 2402-06, 51 |
| R138— | Nash Ramb., 50-51 |
| R139A | Stude. 6, Champ. 51 |
| R140A | Stude. 8, Comm. 51 |
| R141A | Stude. Car Heater Core |
| R152— | Henry J. 51 |
| R153— | Chrysler 8, 51 |
| R297— | Stude. 6, 37 |

### TRUCK—BUS—TRACTOR CORES

| McCord Core No. | Name of Car |
|---|---|
| R300— | John Deere 41-47, |
| R301— | Ready Power |
| R302— | Dodge, 46-47 |
| R303— | Ready Power |
| R304— | Dodge, 48-50 |
| R305(Canada) | Dodge |
| R306— | Dodge, 48-49 |
| R307— | Oliver |
| R308— | Buda |
| R309— | Dodge, 48-50 |
| R310— | Mont. Ward; Avery |
| R311— | Oliver |
| R312— | Ford-Ferg., 46-50 |
| R313— | LeRoi; Wauk. |
| R314— | LeRoi; Wauk. |
| R315— | Superior |
| R316— | Case |
| R317— | International |
| R318— | International |
| R319— | Mack, 42-47 |
| R320— | G. M. C., 48 |
| R321— | Diamond T, 48 |
| R322A | Studebaker, 49-51 |
| R323A | Studebaker, 49-51 |
| R325— | International 47 |
| R326— | Case, 43 |
| R327— | Mack, 42 |
| R329— | Cletrac |
| R330— | Allis-Chalm. |
| R331— | John Deere |
| R332— | Waukesha |
| R333— | Oliver |
| R334— | Flexible Bus |
| R335— | John Deere |
| R336— | International |
| R337— | Co-Op Trac. |
| R338— | Reo |
| R339— | Ready Power |
| R340— | Co-Op Trac. |
| R342— | Massey Har. |
| R343— | Hercules PowerUnit |
| R344— | International |
| R345— | Mack |
| R346— | International |
| R347— | Mack |
| R349— | Allis-Chalm. |
| R350— | John Deere |
| R351— | Massey Har. |
| R352— | Hercules PowerUnit |
| R353— | Hercules PowerUnit |
| R354— | Dodge, Late 49-50 |
| R355— | Climax |
| R356— | Fair. Morse |
| R357— | Fair. Morse |
| R358— | Fair. Morse |
| R359— | International |
| R360— | A.C.F. Brill |
| R361— | Dodge, 48-50 |
| R362— | International |
| R363— | Minn.Moline |
| R364— | Minn.Moline |
| R365— | Minn.Moline |
| R366— | Mack |
| R367— | Minn.Moline |
| R368— | Allis Chalm. |
| R369— | Buda; Wauk. |
| R370— | Minn.Moline |
| R371— | Huber Trac. |
| R372— | Kenworth |
| R373— | Kenworth |
| R374— | Kenworth |
| R375— | International |
| R376— | Lorain Shov. |
| R377— | Ajax Iron Works |
| R378— | Ready Power |
| R379— | Beck Bus |
| R380— | Aero Coach |
| R381— | Bay City Shovel |
| R382— | Chrysler Industrial Engine |
| R383— | Weber Pumping Unit |
| R384— | Diamond T |
| R385— | Peterbilt |
| R386— | Peterbilt |
| R387— | Peterbilt |
| R388— | Dodge, 49 |
| R389— | Dodge, 50 |
| R390— | Mack Bus |
| R391— | Speed Spray. |
| R392— | Caterpillar |
| R393— | Clark Load. |
| R394— | International |
| R395— | International |
| R396A | Studebaker, 51 |
| R397— | Dodge, 49-50 |
| R398— | Kohler Light System |
| R399— | Kohler Light System |
| R400— | Caterpillar |
| R401— | McCormick Deering |
| R402— | Reo |
| R403— | A.C.F.; Brill |
| R404— | Lincoln Welder |
| R405— | Mack |
| R406— | White |
| R407— | White |
| R408— | White |
| R409— | G.M.C. |
| R410— | G.M.C. |
| R411— | Ford 6 Bus, 49-50 |
| R460— | Fordson |
| R525— | Int'l. Comb. |
| R526— | Int'l. Comb. |
| R528— | Chevrolet 6, 31-32 |
| R532— | John Deere |
| R543— | Dodge, 30-31 |
| R558— | Federal |
| R559— | Federal |
| R560— | Federal |
| R562— | Federal |
| R563— | G. M. C. |
| R571— | Fordson |
| R572— | G. M. C. |
| R578— | Int'l. 10/20 |
| R579— | Chevrolet, 33 |
| R581— | Dodge, 33 |
| R582— | Dodge, 33-35; Reo |
| R583— | Dodge; 33-35; Fargo; Mack; Reo |
| R584— | Int'l. 15/30 |
| R588— | Stude. W8 |
| R589— | Chevrolet; 34-36; G. M. C. |
| R590— | Dodge, 32-33 |
| R591— | Dodge, 32-33 |
| R592— | Dodge; 34-36; Reo |
| R593— | G. M. C. |
| R594— | G. M. C. |
| R595— | G. M. C. |
| R596— | Federal |
| R625— | International |
| R626— | International |
| R627— | International |
| R642— | Dodge, 32-36 |
| R644— | Dodge, 34-36 |

**McCord cores are made to proper, required depth, and cell size or number of fins per inch.**

# Complete Numerical List McCord Radiator Cores

(Continued)

| McCord Core No. | Name of Car |
|---|---|
| R647— | Ross Carrier & Barber Green |
| R648— | International |
| R650— | International |
| R651— | White |
| R652— | Reo |
| R653— | Stewart |
| R655— | Divco |
| R657— | Yellow Coa. |
| R661— | Diamond T |
| R662— | Chevrolet 34-36; G.M.C. Yellow Coach |
| R663— | Case |
| R664— | Mack |
| R666— | Mack |
| R669— | Federal |
| R670— | Federal |
| R672(Canada) | Dodge |
| R676— | International |
| R678— | Caterpillar |
| R679— | Caterpillar |
| R680— | International |
| R681— | Case |
| R682— | Ford HD35 |
| R683— | Ford HD36 |
| R684— | Studebaker |
| R685— | Studebaker |
| R688— | G. M. C. |
| R689— | Allis-Chalm. |
| R690— | Dodge, 35-36 |
| R693— | Dodge, 37-38 |
| R694— | Dodge 37-47; Fargo |
| R695— | Mack; Reo |
| R696— | Reo |
| R697— | Dodge 36; Plymouth |
| R698— | G. M. C. |
| R699— | International |
| R700— | International |
| R701— | International |
| R705— | G. M. C. |
| R706— | International |
| R707— | Caterpillar |
| R708— | International |
| R709— | International |
| R710— | Caterpillar |
| R711— | Studebaker |
| R712— | Studebaker |
| R713— | Studebaker |
| R714— | Studebaker |
| R715— | Cleve. Trac. |
| R716— | Cleve. Trac. |
| R719— | Cleve. Trac. |
| R720— | Cleve. Trac. |
| R721— | Cleve. Trac. |
| R723— | G. M. C. |
| R724— | Caterpillar |
| R725— | Caterpillar |
| R727— | Autocar |
| R729— | International |
| R730— | White |
| R731— | White |
| R732— | Allis-Chalm. |
| R733— | Caterpillar |
| R735— | International |
| R736— | Reo |
| R737— | Allis-Chalm. |
| R740— | A. C. F. |
| R742— | Federal |
| R743— | Diamond T |
| R744— | Diamond T |
| R745— | Diamond T |
| R746— | Diamond T |
| R747— | Hart-Parr |
| R748— | International |
| R751— | Diamond T |
| R752— | G. M. C. |
| R759— | Buda |
| R760— | Dodge 39-47; Plymouth |
| R762— | International |
| R763— | International |
| R766— | Mack |
| R767— | Mack |
| R768— | Mack |
| R769— | Mack |
| R771— | G. M. C. |
| R776— | John Deere |
| R777— | John Deere |
| R778— | Hart Parr |
| R780— | Caterpillar |
| R781— | Autocar |
| R782— | Buda |
| R783— | White |
| R784— | G. M. C. |
| R785— | G. M. C. |
| R786(Canada) | Dodge |
| R787(Canada) | Dodge |
| R788— | Plymouth |
| R789— | Allis-Chalm. |
| R790— | Twin Coach |
| R791(Canada) | Dodge |
| R792(Canada) | Dodge |
| R793(Canada) | Dodge |
| R794— | Yellow Coa. |
| R795— | McCormick Deering |
| R796— | Yellow Coa. |
| R797— | G. M. C. |
| R798— | White |
| R802— | Chevrolet 37-46; G.M.C. |
| R803— | Case |
| R804— | Federal |
| R805— | White |
| R807— | Ford Bus |
| R810— | International |
| R811— | Diamond T |
| R812— | Cleve.; Trac. |
| R813— | Yellow Coa. Grey. Bus |
| R814— | Yellow Coa. Grey. Bus |
| R815— | International |
| R816— | Allis Chalm. |
| R821— | Mack |
| R822— | Caterpillar |
| R825— | International |
| R826— | Divco |
| R827— | White |
| R827B | White |
| R828— | White |
| R829— | G. M. C. |
| R841— | Mack |
| R846— | Mack |
| R851— | G. M. C. |
| R853— | Mack |
| R856— | Divco |
| R857— | International |
| R858— | Mack |
| R859— | Ford; Fordson |
| R892— | International |
| R893— | International |
| R894— | John Deere |
| R895— | G. M. C. |
| R896— | Oliver Hart Parr |
| R897— | John Deere |
| R898— | International |
| R899— | International |
| R900— | John Deere |
| R901— | Allis Chal. |
| R902— | Autocar |
| R904— | Autocar |
| R905— | Autocar |
| R906— | Autocar |
| R907— | Autocar |
| R908— | Brockway |
| R910— | Caterpillar |
| R912— | Caterpillar |
| R913— | Caterpillar |
| R915— | Caterpillar |
| R916— | Case |
| R917— | Case |
| R918— | Diamond T |
| R919— | Diamond T |
| R920— | Federal |
| R921— | Federal |
| R922— | Oliver Hart Parr |
| R923— | McCormick, Deering |
| R925— | McCormick, Deering |
| R926— | Mack |
| R927— | Mack |
| R928— | Mack |
| R929— | Reo |
| R930— | Stewart |
| R931— | Stewart |
| R932— | Stewart |
| R933— | Stewart |
| R936— | Twin Coach |
| R938B | Twin Coach |
| R940— | Walter Snow Plow |
| R942— | Ward La France |
| R944— | Case |
| R946— | Waukesha |
| R947— | Waukesha |
| R948— | Waukesha |
| R949— | Brockway |
| R950— | Brockway |
| R951— | Brockway |
| R952— | Brockway |
| R953— | Brockway |
| R954— | Brockway |
| R955— | Buda-Waukesha |
| R956— | Yellow Coa. |
| R959— | Clark Loader |
| R960— | Clark Loader |
| R961— | Koering Gas Shovel |
| R962— | Graham Bradley |
| R963— | Allis Chal. |
| R964— | Mack |
| R965— | John Deere |
| R966— | McCormick Deering |
| R968— | International |
| R969— | Yellow Coa. |
| R970— | Massey-Harris |
| R971— | Mack Bus |
| R972— | G. M. C.-Yell. Coa. |
| R973— | Twin Coach |
| R974— | Twin Coach |
| R975— | G. M. C.; Yell. Coa.; Greyhound Bus |
| R978— | G.M.C.-Yell. Coa. |
| R979— | G.M.C.-Yell. Coa. |
| R980— | G. M. C. |
| R981— | G. M. C. |
| R984— | G.M.C.; Yell. Coa. Greyhound Bus |
| R985— | G. M. C. |
| R987— | McCormick-Deering |
| R988— | Stude. Truck 44-46 |
| R989— | International-Fitzjohn |
| R990— | Willys Jeep |
| R991— | Willys Sta. Wagon |
| R992— | Dodge Truck 47 |
| R993— | G. M. C. |
| R994— | Chev. 6 Army Truck 41-46 |
| R995— | Chev.-G.M.C.-47-51 |
| R996— | Chev.-G.M.C.-47-51 |
| R997— | Chevrolet 47; G. M. C. |

### CELLULAR PASSENGER CAR CORES

| McCord Core No. | Name of Car |
|---|---|
| R1048— | Chevrolet 4-25-26 |
| R1059— | Chevrolet 4, 27 |
| R1096(Canada) | Plymouth 4 |
| R1115— | Chevrolet 4, 28 |
| R1118(Canada) | Pontiac 6 |

**Cheap cores, without proper cooling capacity, make dissatisfied customers and grief for you.**

# Complete Numerical List McCord Radiator Cores

(Continued)

| McCord Core No. | Name of Car |
|---|---|
| R1120(Canada) | Plymouth 4 |
| R1134(Canada) | Plymouth 4 |
| R1139(Canada) | Pontiac 6 |
| R1152— | Chevrolet 6, 29-30 |
| R1248(Canada) | Chrysler 6 |
| R1273(Canada) | Plymouth 4 |
| R1278(Canada) | Pontiac 6 |
| R1365(Canada) | Pontiac 6 |
| R1379— | Chevrolet 6, 31 |
| R1391(Canada) | Plymouth 4 |
| R1406— | Chevrolet 6, 32 |
| R1407(Canada) | Pontiac 6 |
| R1414(Canada) | Plymouth 4 |
| R1421(Canada) | Chrysler 6 |
| R1430(Canada) | DeSoto 6 |
| R1437— | Cadillac 8-12, 32-35 |
| R1454— | Plymouth 6, 33 |
| R1461— | Chevrolet 6, Mast. 33-36; Stand. 36 |
| R1462— | Chevrolet 6, Stand. 33-35 |
| R1468— | Dodge Tr. 6, 33 |
| R1474— | LaSalle 8, 34-35 |
| R1475— | Plymouth 6, Late 33 |
| R1493— | Dodge 6, 34 |
| R1497— | Plymouth 6, Deluxe 34 |
| R1498— | Plymouth 6, Std. 34 |
| R1500(Canada) | Dodge 6 |
| R1501(Canada) | Plymouth 6 |
| R1502(Canada) | Chrysler 6 |
| R1503(Canada) | DeSoto 6 |
| R1504(Canada) | DeSoto 6 |
| R1505(Canada) | DeSoto 6 |
| R1509— | Plymouth 6, PG, 34 |
| R1515(Canada) | Stude. 6 |
| R1516(Canada) | Terra. 6 |
| R1517— | Packard 8, 35 |
| R1518(Canada) | Packard 8 |
| R1519(Canada) | Packard 8 |
| R1521— | Olds 6, 35-37, Pontiac 6, 37-38, Graham 6, 37 |
| R1522— | Chevrolet Truck, 37-46, Buick 8, 38-40, LaSalle 8, 35-36, Olds 8, 35-37, Pontiac 8, 37-38, G. M. C., 39-42 |
| R1523— | Buick 8, 35, G.M.C. 37 |
| R1526— | Buick 8, 34, G. M. C. 37-38 |
| R1528— | Dodge 6, DU. 35; D11, 39 |
| R1533 | Pontiac 6, 35-36 |
| R1535— | Pontiac 8, Late 35-36 |
| R1536— | Plymouth 6, Early 35 |
| R1537— | Plymouth 6, Late 35 |
| R1539— | Willys 4, 35-36 |
| R1542(Canada) | Plymouth 6 |
| R1543(Canada) | Plymouth 6 |
| R1545(Canada) | Dodge 6 |
| R1546(Canada) | Dodge 6 |
| R1548(Canada) | Chrys.-DeS. 6 |
| R1550— | Hudson 8, Late 36 |
| R1551(Canada) | Hudson 6 |
| R1553— | Dodge 6, Late 36 |
| R1554— | Plymouth 6, 36 |
| R1562— | Buick-40, 36; Graham 37 |
| R1563— | Buick 8, 60, 36-37 |
| R1564— | Buick 8, 36-37 Cadillac 8, 36-38, La Salle 8, 37 |
| R1565— | Hudson 6, 36 |
| R1566— | Packard 6, 37; 8, 36 |
| R1567— | Cadillac 8, 36 |
| R1568— | Cadillac 8-12, 36 |
| R1569— | Chrysler 6, 36 |
| R1575— | Packard 8, 37 |
| R1576— | Hudson 8, 37 |
| R1577— | Hudson 6, 72-73-92-93, 37-39; All 40-47 |
| R1578(Canada) | Hudson 6 |
| R1579(Canada) | Packard 8 |
| R1580— | Plymouth 6, 37-38 |
| R1581(Canada) | Plymouth 6 |
| R1582— | Dodge 6, 37-38 |
| R1583— | Dodge 6, Early 36 |
| R1584— | Buick 8, 37-38, Olds 6, 39-40 |
| R1586— | Chevrolet 6, Mast.-Deluxe, 37-41 |
| R1587— | Chrysler 6, 37 De Soto 6, 37 |
| R1588(Canada) | Dodge 6 |
| R1589— | Willys 4, 37-42 |
| R1590— | Packard 6, 38 |
| R1591(Canada) | Packard 8 |
| R1592(Canada) | Chrys.-DeS. 6 |
| R1593(Canada) | Dodge 6 |
| R1594(Canada) | Chrys.-DeS. 6 |
| R1595— | Hudson 8, 38-39 |
| R1596— | Hudson 6, 38-39 |
| R1598— | Buick 8, 60, 38 |
| R1599— | Cadillac 8, 60 Special 38 |
| R1601— | Olds 6, 38 |
| R1602— | Olds 8, 38- G. M. C. 39-42, Yell. Coa. |
| R1603— | Packard 8, 38-39 |
| R1604— | Graham 6, 38-40 |
| R1605— | LaSalle 8, 38 |
| R1606— | Chrysler 6, 38 De Soto 6, 38 |
| R1607— | Packard 6, 39 |
| R1608— | Plymouth 6, 39-40 |
| R1609— | Buick 8, 39-40 |
| R1610— | Buick 8, 60, 39 |
| R1611— | De Soto 6, 39 |
| R1612— | Olds 8, 39 |
| R1613— | Pontiac 6, 39-40 |
| R1614— | Pontiac 8, 39-40 |
| R1615(Canada) | Dodge-Plm. |
| R1616(Canada) | Dodge 6 |
| R1617(Canada) | Chrys.-DeS. 6 |
| R1620— | G. M. C. |
| R1621— | Graham 6, 38-39 |
| R1622— | Stude. 6, Champ., 39-46 |
| R1623(Canada) | Hudson 6 |
| R1624(Canada) | Plymouth 6 |
| R1625— | Packard 6, 40 |
| R1626— | Packard 8, 40 |
| R1627(Canada) | DeSoto 6 |
| R1628(Canada) | Dodge 6 |
| R1629(Canada) | Chrysler 6 |
| R1630— | Hudson 8, All 40-47 |
| R1631— | Chevrolet 6, H.D., 37-40 |
| R1632— | Chrysler 6, 40 |
| R1633— | Dodge 6, 40 |
| R1634— | Olds 8, 40 |
| R1635(Canada) | Dodge-Plym. |
| R1636— | De Soto 6, 40 |
| R1637(Canada) | Dodge 6 |
| R1644(Canada) | Dodge 6 |
| R1645— | Buick 8, 41 |
| R1646— | Buick 8, 40-41 |
| R1647— | Chrysler, De Soto 6, 41 |
| R1650— | Dodge 6, 41-48 |
| R1651— | Graham 6, 40-41 |
| R1652— | Olds-Pontiac 6, 41-42 |
| R1653— | Olds-Pontiac 8, 41-42; Reo |
| R1654— | Packard 6, 41 |
| R1655— | Plymouth 6, 41 |
| R1656(Canada) | Dodge-Plm. |
| R1663— | Plymouth 6, 42-48 |
| R1664— | Chev. Mast.-Deluxe 42-48; Divco, 48 |
| R1665— | Buick, 40-50, 42-48 |
| R1666— | Buick, 60-70-90 (exc. 70 Dynaflow) 42-48 |
| R1667— | Chrysler De Soto, 42-48 |
| R1668(Canada) | Chrysler 6 |
| R1669— | Bantam 4, 39-42 |
| R1670— | Chevrolet, Mast.-Deluxe H.D., 42-48 |
| R1671— | Kaiser-Frazer 6, 47 |
| R1672— | Kaiser-Frazer 6, 48 |
| R1673— | Willys 4-6, 48 |
| R-1674— | Olds. 6, 49-50, 8, 48-49; Pont. 8, 49-51 |
| R-1675 | Buick, 40-50 (exc. 50 Dynaflow) 49-51 |
| R1676— | Buick 50 Dynaflow 49 |

**Cheap cores, without proper cooling capacity, make dissatisfied customers and grief for you.**

# Complete Numerical List McCord Radiator Cores

(Continued)

| McCord Core No. | Name of Car |
|---|---|
| R1677— | Chevrolet 49-51; Kaiser 51 |
| R1678— | Kaiser 49-50; Frazer 49-51 |
| R1679— | Buick 40-50, Dynaflow 50-51; Pont. 6, 49-51 |
| R1680— | Car Heater Core |
| R1681— | Car Heater Core |
| R1683— | Chrys., DeSoto, Dodge, Plym. 6, Early 49 |
| R1684— | Willys 6, 49 |
| R1689— | Chrys., DeSoto, Late 49-50 |
| R1690— | Plymouth, Late 49-50 |
| R1691— | Willys 4, 49-51 |
| R1692— | Buick 70 Dynaflow 50-51 |
| R1693— | DeSoto 50 |
| R1694— | Oldsmobile 8, 50 |
| R1696— | Dodge, Late 49-50 |
| R1701— | Chrys., DeSoto 6, 51 |
| R1702— | Dodge 51 |
| R1703— | Plymouth 51 |

## McCORD RADIATOR SHOPS ARE LEADERS IN THEIR FIELD

**The finest and most modern shops in the country are McCord Authorized Shops.**

**They have built their business on quality radiators and cores—McCord. That this is a sound policy is evidenced by the success of McCord Authorized Shops, the leading shops in every town and city.**

# McCORD RADIATORS
## FOR CHEVROLET

ALL RADIATORS PACKED INDIVIDUALLY

### STANDARD BRAND CELLULAR TYPE RADIATORS FOR CHEVROLET
### PASSENGER CARS

| Year | Model | Type of Core | McCord No. |
|---|---|---|---|
| 1929-30 | All | GN Cell | **R-144T** |
| 1931-32 | AE | GN Cell | **R-145T** |
| 1932 | BA | GN Cell | **R-146T** |
| 1933 | Master (Eagle) | GN Cell | **R-147** |
| 1934 | Master | GN Cell | **R-149** |
| 1934 | Standard | GN Cell | **R-150** |
| 1935 | Master | K Cell | **R-160** |
| 1935 | Standard and Sedan Delivery | K Cell | **R-161** |
| 1936 | All Pass. and Sedan Delivery | K Cell | **R-165** |
| 1937 | All Pass. and Sedan Delivery | K Cell | **R-166** |
| 1938 | All Pass. and Sedan Delivery | K Cell | **R-169** |
| 1939 | All Pass. and Sedan Delivery | K Cell | **R-4000** |
| 1940-41 | All Pass. and Sedan Delivery | K Cell | **R-4003** |
| 1942-48 | All Pass. and Sedan Delivery | K Cell | **R-4008** |
| 1949-50 | All Pass. and Sedan Delivery | K Cell | **R-4011** |

### CHEVROLET TRUCKS

| | | | |
|---|---|---|---|
| 1929-30 | All | GN Cell | **R-144T** |
| 1931-32 | All | GN Cell | **R-145T** |
| 1933 | ½ and 1½-Ton | GN Cell | **R-146T** |
| 1934 | ½ and 1½-Ton | GN Cell | **R-151** |
| 1934 | 1½-Ton Heavy Duty (3″ Core) | K Cell | **R-163** |
| 1935-36 | ½ and 1½-Ton | K Cell | **R-162** |
| 1935-36 | 1½-Ton Heavy Duty (3″ Core) | K Cell | **R-164** |
| 1937 | ½, ¾, 1 and 1½-Ton | K Cell | **R-167** |
| 1937 | ¾, 1 and 1½-Ton Heavy Duty (3″ Core) | K Cell | **R-168** |
| 1938 | ½, ¾, 1 and 1½-Ton | K Cell | **R-170** |
| 1938 | 1½-Ton Heavy Duty (3″ Core) | K Cell | **R-171** |
| 1939 | ½, ¾ and 1½-Ton (Except C. O. E.) | K Cell | **R-4001** |
| 1939 | ½, ¾ and 1½-Ton Heavy Duty (3″ Core) (Except C. O. E.) | K Cell | **R-4002** |
| 1940 | ½, ¾, 1 and 1½-Ton (Except C. O. E.) | K Cell | **R-4004** |
| 1940 | ¾, 1 and 1½-Ton Heavy Duty (3″ Core) (Except C. O. E.) | K Cell | **R-4005** |
| 1941-46 | ½, ¾, 1 and 1½-Ton (Except C. O. E.) | K Cell | **R-4006** |
| 1941-46 | ½, ¾, 1 and 1½-Ton Heavy Duty (3″ Core) (Except C. O. E.) | K Cell | **R-4007** |
| 1947-50 | ½, ¾, 1 and 1½-Ton (Except C. O. E.) | K Cell | **R-4009** |
| 1947-50 | ¾, 1 and 1½-Ton Heavy Duty (Except C. O. E.) | K Cell | **R-4010** |

McCORD RADIATORS ARE GUARANTEED AGAINST DEFECTIVE WORKMANSHIP AND MATERIAL

# McCORD RADIATORS
## FOR FORD and MERCURY

ALL RADIATORS PACKED INDIVIDUALLY

### STANDARD BRAND TUBULAR TYPE RADIATORS FOR FORD PASSENGER CARS

| No. Cyl. | Year | Model | Type of Core | McCord No. |
|---|---|---|---|---|
| 4 | 1928-29 | A | Con. Fin. | R-5000 |
| 4 | 1930-31 | A | Con. Fin. | R-5001 |
| V8 | 1933-34 | All | CT | R-5007 |
| V8 | 1935 | All | CT | R-5011 |
| V8 | 1936 | All | CT | R-5015 |
| V8 | 1937 | 85 H. P. | CT | R-5017 |
| V8 | 1937 | 60 H. P. | CT | R-5018 |
| V8 | 1938 | 85 H. P. | CT | R-5023 |
| V8 | 1938-39 | 60 H. P. | CT | R-5024 |
| V8 | 1939 | 85 H. P., Standard | CT | R-5023 |
| V8 | 1939-40 | 85 H. P., DeLuxe; 95 H. P., Mercury | CT | R-5030 |
| V8 | 1940 | 85 H. P., Standard | CT | R-5030 |
| V8 | 1941 | 90 H. P. | CT | R-5034 |
| V8 | 1941 | 100 H. P., Mercury | CT | R-5033 |
| V8 | 1942-48 | 100 H. P., Ford and Mercury | CT | R-5036 |
| 6 | 1949-50 | 95 H. P. | CT | R-5039 |
| V8 | 1949-50 | 100 H. P. | CT | R-5040 |

### FORD TRUCKS

| No. Cyl. | Year | Model | Type of Core | McCord No. |
|---|---|---|---|---|
| 4 | 1928-29 | A Commercial | Con. Fin. | R-5000 |
| 4 | 1928-29 | AA | Con. Fin. | R-5006 |
| 4 | 1930-31 | A Commercial | Con. Fin. | R-5001 |
| 4 | 1930-31 | AA | Con. Fin. | R-5002 |
| 4 | 1933-34 | BB | CT | R-5009 |
| V8 | 1933-34 | 46 Commercial | CT | R-5007 |
| V8 | 1933-34 | BB | CT | R-5008 |
| V8 | 1935 | 1½-Ton, Single Pulley Type | CT | R-5012 |
| V8 | 1935 | 50 Commercial | CT | R-5013 |
| V8 | 1936 | 1½-Ton, Single Pulley Type | CT | R-5014 |
| V8 | 1936 | 67 Commercial | CT | R-5016 |
| V8 | 1937 | 1½-Ton, 85 H. P. | CT | R-5019 |
| V8 | 1937 | 77 Commercial, 85 H. P. | CT | R-5021 |
| V8 | 1938-39 | 1½-Ton, 85 and 95 H. P. | CT | R-5025 |
| V8 | 1938-39 | Commercial, 85 and 95 H. P., 112″ W. B. | CT | R-5026 |
| V8 | 1938-39 | 1-Ton, 85 H. P., 122″ W. B. | CT | R-5027 |
| V8 | 1938-39 | Commercial, 60 H. P., 112″ W. B. | CT | R-5029 |
| V8 | 1940-41 | All Commercial, 112″ W. B. | CT | R-5030 |
| V8 | 1940-41 | 1½-Ton Truck-Bus, 85 and 95 H. P., (Except C. O. E.) | CT | R-5031 |
| V8 | 1940-41 | 1½-Ton Truck, 85 and 95 H. P., Heavy Duty (Except C. O. E.) | Con. Fin. (Solid Core) | R-5035 |
| V8 | 1940-41 | ¾ and 1-Ton, 60 and 85 H. P., 122″ W. B. | CT | R-5032 |
| V8 | 1940-41 | 85 and 95 H. P., (C. O. E.) | CT | R-5025 |
| V8 | 1942-47 | Commercial 114″, W. B., ¾ and 1-Ton, 122″ W. B. | CT | R-5046 |
| V8 | 1942-47 | Commercial, 114″ W. B., ¾ and 1-Ton, 122″ W. B.; (Extra Cooling) | CT | R-5037 |
| V8 | 1942-47 | 1½-Ton 90 and 100 H. P. | CT | R-5037 |
| V8 | 1942-47 | 1½-Ton 90 and 100 H. P., Heavy Duty | Con. Fin. | R-5038 |
| 6 | 1948-50 | ½ and ¾-Ton, 95 H. P., (F1-F2-F3) | CT | R-5043 |
| 6 | 1948-50 | ½ and ¾-Ton, 95 H. P., (F1-F2-F3) (Extra Cooling) | CT | R-5045 |
| 6 | 1948-50 | 1, 1½ and 2-Ton, 95 H. P., (F4-F5-F6) | CT | R-5045 |
| V8 | 1948-50 | ½ and ¾-Ton, 100 H. P., (F1-F2-F3) | CT | R-5041 |
| V8 | 1948-50 | 1, 1½ and 2-Ton, 100 H. P., (F4-F5-F6) (Extra Cooling) | CT | R-5044 |

McCORD RADIATORS ARE GUARANTEED AGAINST DEFECTIVE WORKMANSHIP AND MATERIAL

# 1952—PASSENGER CAR AND CHEVROLET TRUCK CORE APPLICATIONS

| Make and Model of Car | Year | McCord No. | Type | Height, Width and Depth |
|---|---|---|---|---|
| Buick 40-50 Dynaflow | 1952 | R-1679 | K Cell | Same as 1950-51 |
| Buick 40-50 Conv. Trans. | 1952 | R-1675 | K Cell | Same as 1949-51 |
| Buick 70 Dynaflow | 1952 | R-1692 | K Cell | Same as 1950-51 |
| Cadillac V8 | 1949-1952 | R-121 | FL Tube | 18¹¹⁄₁₆ 19¾ 2¼ |
| Chevrolet Pass. & Sedan Dely. | 1952 | R-1677 | K Cell | Same as 1949-51 |
| *Chevrolet TR. Series 3100-3600, 3800-4000 | 1952 | R-445 | K Cell | 18¹¹⁄₁₆ 19½ 2 |
| *Chevrolet TR. Series 5000-6000 Heavy Duty | 1952 | R-446 | K Cell | 19 19¹¹⁄₁₆ 2½ |
| Chrysler 6 C51 | 1952 | R-1701 | Cell | Same as 1951 |
| Chrysler V8 C52-53-54-55 | 1952 | R-153 | FL Tube | Same as 1951 |
| DeSoto 6 S15 | 1952 | R-1701 | Cell | Same as 1951 |
| DeSoto V8 Firedome | 1952 | R-153 | FL Tube | 18⅝ 20½ 3 |
| Dodge 6 D41-42 | 1952 | R-1702 | Cell | Same as 1951 |
| *Ford 6 | 1952 | R-180A | CT | 18⅝ 18⅝ 2 |
| Ford V8 | 1952 | R-59 R-59A | FL. Tube CT | Same as 1949-51 |
| *Ford V8 (extra cooling) | 1949-1952 | R-179 | FL. Tube | 19½ 20 3 |
| Frazer 6 | 1952 | R-1678 | K Cell | Same as 1949-51 |
| Henry J | 1952 | R-152 | FL. Tube | Same as 1951 |
| Hudson 6 Pacemaker | 1952 | R-124A | CT 10½ fins/inch | Same as 1950-51 |
| Hudson 6 Super, Comm., Hornet | 1952 | R-78A | CT 13 fins/inch | Same as 1948-51 |
| Hudson 8 Super, Comm. | 1952 | R-78A | CT 13 fins/inch | Same as 1948-51 |
| Kaiser 6 | 1952 | R-1677 | K Cell | Same as 1951 |
| *Lincoln 8 | 1952 | R-174A | CT | 19½ 19¾ 2 |
| Mercury (McCord equipped) | 1952 | R-175A | CT | 19½ 20¼ 2 |
| *Mercury (Modine equipped) | 1952 | R-175 | FL. Tube | 19½ 20¼ 2¼ |
| *Nash 6, Rambler | 1951-1952 | R-138A | CT | 15¾ 18⅝ 1¾ |
| Nash 6, Statesman 5140-5240 | 1952 | R-135A | CT | Same as 1951 |
| Nash 6, Ambassador 4960-5260 | 1952 | R-118A | CT | Same as 1949-51 |
| Oldsmobile 8, 88, 98 | 1952 | R-1679 | K Cell | Same as 1951 |
| Packard 8, Series 200, 300, 400 | 1952 | R-137 | FL. Tube | Same as 1951 |
| Plymouth 6, P22-23 | 1952 | R-1703 | Cell | Same as 1951 |
| Pontiac 6 | 1952 | R-1679 | K Cell | Same as 1949-51 |
| Pontiac 8 | 1952 | R-1674 | K Cell | Same as 1949-51 |
| Studebaker 6, Champion | 1952 | R-139A | CT | Same as 1951 |
| Studebaker 8, Comm. Land Cruiser | 1952 | R-140A | CT | Same as 1951 |
| Willys 4, Jeep CJ2A, CJ3A | 1952 | R-1691 | K Cell | Same as 1949-51 |
| Willys 6, Jeepster, Station Wag. | 1952 | R-1691 | K Cell | Same as 1951 |
| *Willys 6, Aero | 1952 | R-1706 | Cell | 13⅝ 19⅜ 2¼ |

The asterisk (*) indicates new car numbers.

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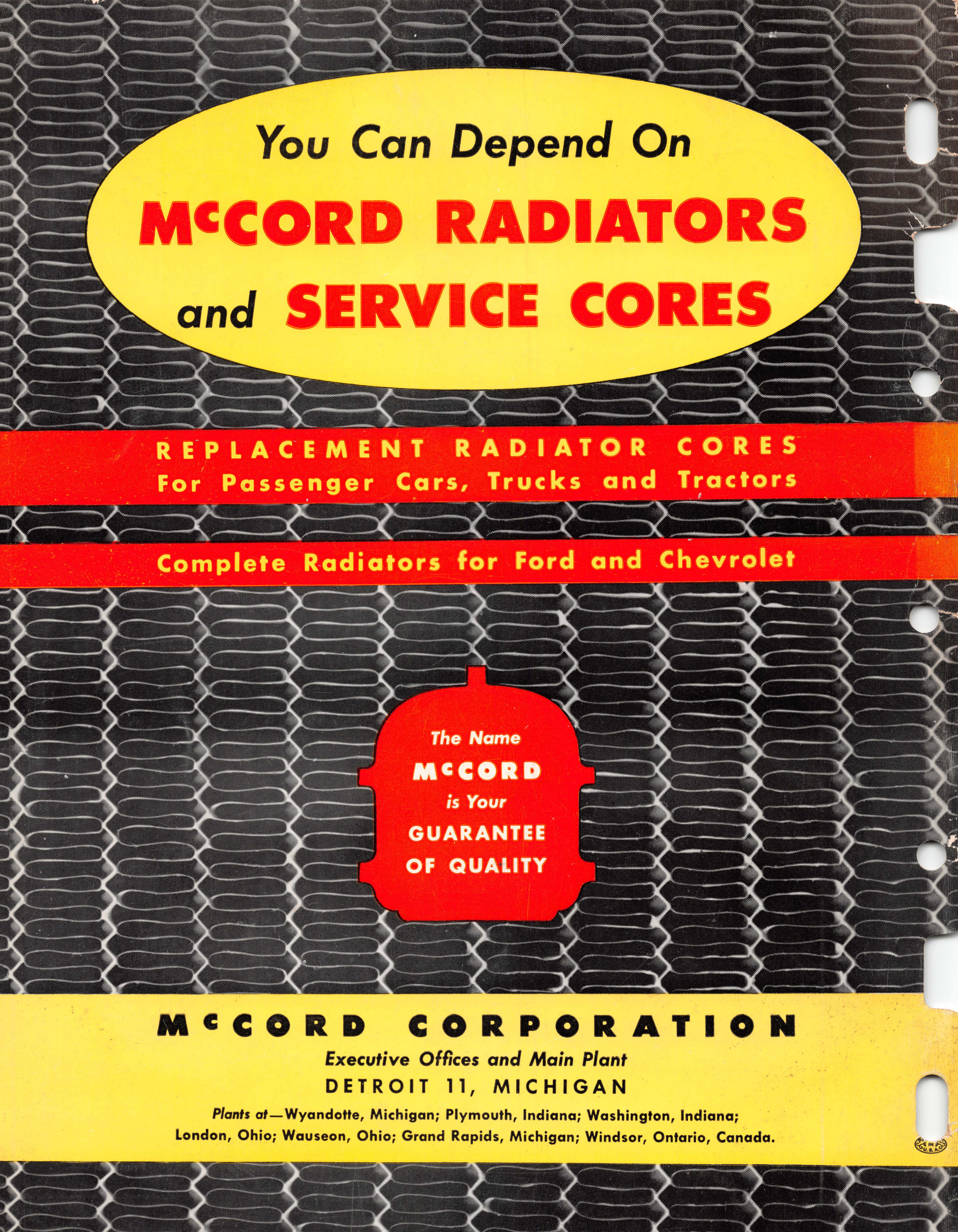

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# McCORD RADIATORS
## FOR FORD · CHEVROLET · and MERCURY

### U. S. SUGGESTED NET RESALE PRICE LIST NO. 401
EFFECTIVE NOVEMBER 1, 1951

ALL RADIATORS PACKED INDIVIDUALLY

### STANDARD BRAND TUBULAR TYPE RADIATORS FOR FORD PASSENGER CARS

| No. Cyl. | Year | Model | Type of Core | McCord No. | List | Garage Net |
|---|---|---|---|---|---|---|
| 4 | 1928-29 | A | Con. Fin. | R-5000 | $42.69 | $29.88 |
| 4 | 1930-31 | A | Con. Fin. | R-5001 | 42.69 | 29.88 |
| V8 | 1933-34 | All | CT | R-5007 | 57.50 | 40.32 |
| V8 | 1935 | All | CT | R-5011 | 53.90 | 37.73 |
| V8 | 1936 | All | CT | R-5015 | 60.48 | 42.34 |
| V8 | 1937 | 85 H. P. | CT | R-5017 | 51.69 | 36.19 |
| V8 | 1937 | 60 H. P. | CT | R-5018 | 49.89 | 34.92 |
| V8 | 1938 | 85 H. P. | CT | R-5023 | 51.69 | 36.19 |
| V8 | 1938-39 | 60 H. P. | CT | R-5024 | 45.26 | 31.68 |
| V8 | 1939 | 85 H. P., Standard | CT | R-5023 | 51.69 | 36.19 |
| V8 | 1939-40 | 85 H. P., DeLuxe; 95 H. P., Mercury | CT | R-5030 | 61.46 | 43.03 |
| V8 | 1940 | 85 H. P., Standard | CT | R-5030 | 61.46 | 43.03 |
| V8 | 1941 | 90 H. P. | CT | R-5034 | 66.55 | 46.59 |
| V8 | 1941 | 100 H. P., Mercury | CT | R-5033 | 74.52 | 52.17 |
| V8 | 1942-48 | 100 H. P., Ford and Mercury | CT | R-5036 | 58.78 | 41.15 |
| 6 | 1949-50 | 95 H. P. | CT | R-5039 | 60.84 | 41.58 |
| V8 | 1949-50 | 100 H. P. | CT | R-5040 | 66.55 | 46.59 |

### FORD TRUCKS

| No. Cyl. | Year | Model | Type of Core | McCord No. | List | Garage Net |
|---|---|---|---|---|---|---|
| 4 | 1928-29 | A Commercial | Con. Fin. | R-5000 | $42.69 | $29.88 |
| 4 | 1928-29 | AA | Con. Fin. | R-5006 | 59.14 | 47.32 |
| 4 | 1930-31 | A Commercial | Con. Fin. | R-5001 | 42.69 | 29.88 |
| 4 | 1930-31 | AA | Con. Fin. | R-5002 | 51.43 | 36.00 |
| 4 | 1933-34 | BB | CT | R-5009 | 54.00 | 43.20 |
| V8 | 1933-34 | 46 Commercial | CT | R-5007 | 57.50 | 40.32 |
| V8 | 1933-34 | BB | CT | R-5008 | 64.29 | 45.00 |
| V8 | 1935 | 1½-Ton, Single Pulley Type | CT | R-5012 | 73.03 | 51.12 |
| V8 | 1935 | 50 Commercial | CT | R-5013 | 57.50 | 46.03 |
| V8 | 1936 | 1½-Ton, Single Pulley Type | CT | R-5014 | 65.83 | 46.08 |
| V8 | 1936 | 67 Commercial | CT | R-5016 | 59.66 | 41.76 |
| V8 | 1937 | 1½-Ton, 85 H. P. | CT | R-5019 | 69.94 | 48.96 |
| V8 | 1937 | 77 Commercial, 85 H. P. | CT | R-5021 | 59.66 | 41.76 |
| V8 | 1938-39 | 1½-Ton, 85 and 95 H. P. | CT | R-5025 | 73.80 | 51.67 |
| V8 | 1938-39 | Commercial, 85 and 95 H. P., 112″ W. B. | CT | R-5026 | 57.50 | 40.25 |
| V8 | 1938-39 | 1-Ton, 85 H. P., 122″ W. B. | CT | R-5027 | 57.50 | 40.25 |
| V8 | 1938-39 | Commercial, 60 H. P., 112″ W. B. | CT | R-5029 | 57.86 | 46.08 |
| V8 | 1940-41 | All Commercial, 112″ W. B. | CT | R-5030 | 61.46 | 43.03 |
| V8 | 1940-41 | 1½-Ton Truck-Bus, 85 and 95 H. P., (Except C. O. E.) | CT | R-5031 | 76.94 | 53.86 |
| V8 | 1940-41 | 1½-Ton Truck, 85 and 95 H. P., Heavy Duty (Except C. O. E.) | Con. Fin. (Solid Core) | R-5035 | 80.69 | 56.47 |
| V8 | 1940-41 | ¾ and 1-Ton, 60 and 85 H. P., 122″ W. B. | CT | R-5032 | 54.00 | 37.80 |
| V8 | 1940-41 | 85 and 95 H. P., (C. O. E.) | CT | R-5025 | 73.80 | 51.67 |
| V8 | 1942-47 | Commercial 114″, W. B., ¾ and 1-Ton, 122″ W. B. | CT | R-5046 | 56.01 | 39.21 |
| V8 | 1942-47 | Commercial, 114″ W. B., ¾ and 1-Ton, 122″ W. B.; (Extra Cooling) | CT | R-5037 | 69.48 | 48.64 |
| V8 | 1942-47 | 1½-Ton 90 and 100 H. P. | CT | R-5037 | 69.48 | 48.64 |
| V8 | 1942-47 | 1½-Ton 90 and 100 H. P., Heavy Duty | Con. Fin. | R-5038 | 80.69 | 56.47 |
| 6 | 1948-50 | ½ and ¾-Ton, 95 H. P., (F1-F2-F3) | CT | R-5043 | 60.84 | 42.58 |
| 6 | 1948-50 | ½ and ¾-Ton, 95 H. P., (F1-F2-F3) (Extra Cooling) | CT | R-5045 | 72.93 | 51.05 |
| 6 | 1948-50 | 1, 1½ and 2-Ton, 95 H. P., (F4-F5-F6) | CT | R-5045 | 72.93 | 51.05 |
| V8 | 1948-50 | ½ and ¾-Ton, 100 H. P., (F1-F2-F3) | CT | R-5041 | 61.97 | 43.36 |
| V8 | 1948-50 | 1, 1½ and 2-Ton, 100 H. P., (F4-F5-F6) (Extra Cooling) | CT | R-5044 | 81.21 | 56.83 |

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**McCORD CORPORATION, DETROIT 11, MICH.**

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# McCORD RADIATORS

## FOR FORD • CHEVROLET • and MERCURY

### U. S. SUGGESTED NET RESALE PRICE LIST NO. 401

EFFECTIVE NOVEMBER 1, 1951

ALL RADIATORS PACKED INDIVIDUALLY

## STANDARD BRAND CELLULAR TYPE RADIATORS FOR CHEVROLET

### PASSENGER CARS

| Year | Model | Type of Core | McCord No. | List | Garage Net |
|---|---|---|---|---|---|
| 1929-30 | All | GN Cell | **R-144T** | $43.20 | $30.24 |
| 1931-32 | AE | GN Cell | **R-145T** | 43.20 | 30.24 |
| 1932 | BA | GN Cell | **R-146T** | 42.02 | 29.42 |
| 1933 | Master (Eagle) | GN Cell | **R-147** | 42.28 | 29.59 |
| 1934 | Master | GN Cell | **R-149** | 43.66 | 30.57 |
| 1934 | Standard | GN Cell | **R-150** | 41.50 | 29.06 |
| 1935 | Master | K Cell | **R-160** | 46.96 | 32.87 |
| 1935 | Standard and Sedan Delivery | K Cell | **R-161** | 45.26 | 31.68 |
| 1936 | All Pass. and Sedan Delivery | K Cell | **R-165** | 46.96 | 32.87 |
| 1937 | All Pass. and Sedan Delivery | K Cell | **R-166** | 46.96 | 32.87 |
| 1938 | All Pass. and Sedan Delivery | K Cell | **R-169** | 46.96 | 32.87 |
| 1939 | All Pass. and Sedan Delivery | K Cell | **R-4000** | 46.96 | 32.87 |
| 1940-41 | All Pass. and Sedan Delivery | K Cell | **R-4003** | 46.54 | 32.59 |
| 1942-48 | All Pass. and Sedan Delivery | K Cell | **R-4008** | 52.72 | 36.91 |
| 1949-51 | All Pass. and Sedan Delivery | K Cell | **R-4011** | 52.72 | 36.91 |

### CHEVROLET TRUCKS

| Year | Model | Type of Core | McCord No. | List | Garage Net |
|---|---|---|---|---|---|
| 1929-30 | All | GN Cell | **R-144T** | $43.20 | $30.24 |
| 1931-32 | All | GN Cell | **R-145T** | 43.20 | 30.24 |
| 1933 | ½ and 1½-Ton | GN Cell | **R-146T** | 42.02 | 29.42 |
| 1934 | ½ and 1½-Ton | GN Cell | **R-151** | 47.11 | 32.98 |
| 1934 | 1½-Ton Heavy Duty (3″ Core) | K Cell | **R-163** | 59.40 | 41.59 |
| 1935-36 | ½ and 1½-Ton | K Cell | **R-162** | 50.09 | 35.06 |
| 1935-36 | 1½-Ton Heavy Duty (3″ Core) | K Cell | **R-164** | 71.28 | 49.90 |
| 1937 | ½, ¾, 1 and 1½-Ton | K Cell | **R-167** | 50.09 | 35.06 |
| 1937 | ¾, 1 and 1½-Ton Heavy Duty (3″ Core) | K Cell | **R-168** | 71.28 | 49.90 |
| 1938 | ½, ¾, 1 and 1½-Ton | K Cell | **R-170** | 50.09 | 35.06 |
| 1938 | 1½-Ton Heavy Duty (3″ Core) | K Cell | **R-171** | 71.28 | 49.90 |
| 1939 | ½, ¾ and 1½-Ton (Except C. O. E.) | K Cell | **R-4001** | 50.09 | 35.06 |
| 1939 | ½, ¾ and 1½-Ton Heavy Duty (3″ Core) (Except C. O. E.) | K Cell | **R-4002** | 71.28 | 49.90 |
| 1940 | ½, ¾, 1 and 1½-Ton (Except C.O.E.) | K Cell | **R-4004** | 50.09 | 35.06 |
| 1940 | ¾, 1 and 1½-Ton Heavy Duty (3″ Core) (Except C. O. E.) | K Cell | **R-4005** | 71.28 | 49.90 |
| 1941-46 | ½, ¾, 1 and 1½-Ton (Except C.O.E.) | K Cell | **R-4006** | 51.17 | 35.83 |
| 1941-46 | ½, ¾, 1 and 1½-Ton Heavy Duty (3″ Core) (Except C. O. E.) | K Cell | **R-4007** | 71.49 | 50.04 |
| 1947-51 | ½, ¾, 1 and 1½-Ton (Except C.O.E.) | K Cell | **R-4009** | 51.17 | 35.83 |
| 1947-51 | ¾, 1 and 1½-Ton Heavy Duty (Except C. O. E.) | K Cell | **R-4010** | 71.49 | 50.04 |

McCORD RADIATORS ARE GUARANTEED AGAINST DEFECTIVE WORKMANSHIP AND MATERIAL

**McCORD CORPORATION, DETROIT 11, MICH.**

*(SEE OTHER SIDE FOR FORD RADIATORS)*

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